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# The Hongkong Telegraph

(ESTABLISHED 1862)

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August 15, 1916. Temperature 6 a.m. 80 2 p.m. 88  
Humidity 40 65

August 15, 1915. Temperature 6 a.m. 73 2 p.m. 84  
Humidity 89 90.

WEATHER FORECAST—  
FAIR  
Barometer 29.68

7432 日七十月七

WEDNESDAY, AUGUST 16, 1916.

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## TELEGRAMS.

### CONDENSED.

THE VINCENT REPORT ON MESOPOTAMIA IS STILL SUB JUDICE. THERE IS NO FURTHER NEWS REGARDING TREATMENT OF KUT PRISONERS. PRIVATE MESSAGES CONCERNING THE KUT PRISONERS ARE REASSURING. ENGLISH MAIL ARRANGEMENTS TO MESOPOTAMIA ARE BEING IMPROVED. THE ITALIAN STEAMER TETI HAS BEEN SUNK IN THE MEDITERRANEAN. NORWEGIAN STEAMER ARANDA WAS BROKEN IN TWO BY AN EXPLOSION. THE ANGLO-ITALIAN COMMERCIAL AGREEMENT HAS BEEN SIGNED. ENORMOUS INCREASES HAVE BEEN MADE IN BRITISH MUNITIONS OUTPUT. BRITAIN PRODUCES MONTHLY DOUBLE HEAVY GUNS WE HAD BEFORE WAR. THE KING AND PRINCE OF WALES HAVE VISITED DANGER ZONE IN FRANCE.

[All telegrams appearing in large type are the latest having been received during the course of the day. Those in small type have come through over-night.]

### MESOPOTAMIA MATTERS.

#### The Forwarding of Mails.

[Reuter's Service to The "Telegraph."]

August 14, 10.10 p.m.  
In the House of Commons, Mr. Chamberlain announced that he had received a report from the R.I. stating that it was hoped by August 1 to forward the whole English mail to Mesopotamia from Basra on the day of its arrival there. They had not traced any cases of pilfering; inadequate or lost addresses, and insecure packing, must account for a good many of the miscarriages. He said he proposed to communicate further with the R.I. on the subject, and also stated that he was communicating with the R.I. with a view to the amplification and acceleration of the arrangements regarding the effects of soldiers dying in Mesopotamia.

#### The Vincent Commission.

August 14, 10.10 p.m.  
In the House of Commons, in reply to Sir Henry Craik, Mr. Chamberlain stated that copies of the Report of the Vincent Commission and of General Sir Beauchamp Duff's Memorandum thereon were despatched from India in July, while Appendices, including evidence, were sent early in August. The Viceroy had stated that a general review of the Report and the Appendices would follow as soon as they were fully examined. All the documents would be submitted to the Mesopotamia Commission as soon as they were received. He thought this would greatly facilitate their task, but meanwhile the matters treated by the Vincent Commission must be considered still *sub judice*, and the report could not be published.

### SUBMARINE WARFARE.

August 15, 4.10 p.m.

The Italian steamer Seti has been sunk in the Mediterranean. The crew of the Norwegian steamer Aranda, bound for Glasgow from Quebec, has been landed on the island of Mull. The vessel was broken in two by explosions aboard.

### MILITARY TRIBUNAL.

August 15, 5.30 p.m.

In the House of Commons, Mr. Lloyd George announced that the Tribunal constituted under the Army Act Amendment Bill would be composed of Field Marshal Sir William Nicholson, Lord Chelmsford, Mr. Justice Atkin and Mr. D. Maclean, Liberal M. P. for Peebles.

### BRITAIN'S WONDERFUL OUTPUT OF MUNITIONS.

August 15, 5.55 p.m.

In the House of Commons, the Hon. Mr. E. S. Montagu, speaking on the increase in the output of munitions, stated that we are now manufacturing monthly twice as many heavy guns as we possessed at the outbreak of the war. The weekly output of machine-guns has been increased sixteen times since the foundation of the Munitions Department, while the weekly output of explosives has been increased sixty times. The output of field howitzers is eight times greater than at the beginning of 1915.

Mr. Montagu added that our output of shells has increased so much that comparisons with 1914 are useless. Besides a large amount of munitions and guns, we are supplying the Allies with metals for munitions, to the value of six millions sterling monthly, and are sending to France one-third of our production of steel for shells. French experts have praised our new heavy artillery.

Continuing, Mr. Montagu said our equipment of 18-pounders is practically complete, and we should shortly have satisfied our own requirements in machine-guns and should be able to devote attention entirely to the requirements of the Allies. The weekly output of munitions is covered by expenditure, so if the workers and employers continued to play their parts as nobly as heretofore, there was no fear of the offensive breaking down owing to shortage of ammunition.

### ANGLO-ITALIAN AGREEMENT.

August 15, 4.10 p.m.

Reuter's correspondent at Rome states that the Anglo-Italian Commercial Agreement has been signed.

## TELEGRAMS.

### THE KUT PRISONERS.

[Reuter's Service to The "Telegraph."]

August 14, 5.10 p.m.  
In the House of Commons, Lord Robert Cecil stated he had no further information regarding the treatment of the Kut prisoners, but the United States was sending money and comforts as soon as their arrival at the internment camps was known. The main cause of uneasiness was the refusal of Turkey to allow United States officials to visit the prisoners, but private messages recently received were reassuring.

### KING GEORGE VISITS DANGER ZONE.

August 15, 10.05 p.m.

His Majesty the King has motored in the danger zone, accompanied by H.R.H. the Prince of Wales and Staff, and watched the shells bursting on both sides.

His Majesty left a point near the old British front line and walked over the centre of the area of the conflict in the beginning of July. Then he crossed old "No-man's Land" which is pitted with shell holes and strewn with the debris of war. His Majesty remarked: "It's wonderful how human beings could have lived through it."

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 3 or on Extra.]

## EARLIER TELEGRAMS.

### ALLIED ACTIVITY IN THE BALKANS.

August 14, 12.40 p.m.

Reuter's correspondent at Salonica reports that the Allies have slowly and inexorably closed upon the Bulgarian lines along the whole front from Lake Prespa to Demir Hisar. The enemy is unintermittently worried by a heavy bombardment. The principal lines between the belligerents south-westward of Doiran are two minor hills, up which the Allies are gradually creeping.

### THE ALLIED OFFENSIVE.

#### Splendid French Feat.

August 14, 12.40 p.m.

Reuter's correspondent at Paris states that the French captured their objectives in the German third positions in 80 minutes. The losses were wonderfully small considering that four lines of trenches were crossed. There was desperate close fighting.

#### British Situation Unchanged.

August 15, 12.55 a.m.

General Sir Douglas Haig in a communique says the situation is unchanged on the whole British line.

#### Germans Destroy a Hospital.

August 15, 1.20 p.m.

A Paris communique says bad weather has hampered the operations on most of the front. There is a sharp artillery duel south of the Somme and east of the Meuse. Elsewhere there is intermittent cannonading. German aeroplanes last evening dropped incendiary and other bombs on Rheims and the German batteries meanwhile shelled different quarters of the town. The civilian hospital, which adjoins the Church of St. Remy, was destroyed and also the dispensary. Six civilians were killed.

### THE ITALIAN OFFENSIVE.

August 15, 12.40 p.m.

Lord Northcliffe, in a despatch from the London dated 15th August, says: "The Austrian trenches on the Carso plateau were blasted and drilled in the rock with machinery, similar to that used in constructing the Simplon tunnel. Hordes of Croats and other races worked night and day with pneumatic drills and dynamite, making dugouts. The ferocity of the fighting can be imagined when it is known that the capture of the Calvaria position outside Gorizia alone cost Italy fifteen months bloodshed. The discovery of kneeling bodies mummified by the scorching heat testifies to the character of the climate. As an example of the enemy's hatred of the Italians, Italian wounded were found mutilated, with skulls smashed by spiked maces. It is curious fact that English is often the only language common to the Italians and their prisoners, as both had been in the United States or Canada. Lord Northcliffe throughout his visit did not see an Austrian aeroplane or balloon. The Italian balloons float undisturbed directing the fire of the batteries, while the Austrians are firing blindly."

## TELEGRAMS.

### THE RUSSIAN DRIVE.

#### Pursuit of the Enemy.

[Reuter's Service to The "Telegraph."]

August 14, 6.00 p.m.

A Russian official announcement says: "In the Upper Sereth region the enemy retired westward to a fortified position behind which he is checking our advance at some points. We continue to pursue the enemy in the region of the middle Strypa and the river Koropiec, and have reached the northern bank of the Dniester before Mariampol. The enemy attacks in the wooded Carpathians were everywhere repulsed."

#### Enemy Admissions.

August 15, 3.45 a.m.

Reuter's correspondent at Petrograd says: "An enemy communique states that the Russians continue to advance in the Sereth and Zlota-Lipa regions, forcing their tributaries, sometimes breast high, and storming the positions on the opposite banks. The village of Tustobaba, north-west of the Dniester was stormed after a fierce fight, the Russians having to carry endless lines of trenches exposed to the fiercest machine-gun fire. The Belgian cyclists and motor guns distinguished themselves by capturing the town of Zboroff on the Strypa."

### BRITISH DESTROYER LOST.

August 14, 7.00 p.m.

It is officially announced that the British destroyer Lascow was torpedoed or mined and sunk on August 13 off the Dutch coast. Two officers and four men are missing and one officer and one man were slightly wounded.

### COMPULSION IN DUTCH EAST INDIES.

August 15, 11.55 a.m.

Reuter's correspondent at the Hague reports that a bill has been introduced in parliament to enable the introduction of general compulsory service for Europeans and natives in the Dutch East Indies.

## "A NEW LAND POLICY."

### Unionist and Labour Men Combine.

Considerable sensation is likely to be caused by the recent issue of the minority report of the Departmental Committee on the Settlement and Employment of the Land of Discharged Sailors and Soldiers. It may be recalled that Part I of the work of the Committee, that referring to settlement or colonisation, was covered by a unanimous report. Subsequently the Hon. E. G. Strutt and Sir Luke White were added to the original committee to assist in drawing up schemes for the after-war employment of discharged service men. This part of the work of the committee has not resulted in a unanimous report; indeed, the minority report, which is signed by the Hon. E. G. Strutt, the famous agriculturist, Mr. Leslie Scott, K.C., M.P., the well-known Conservative politician and barrister, and Mr. G. H. Roberts, the Labour M.P., criticises the report of the majority in a breezy fashion, twitting the majority with being afraid to propose the prompt remedies necessary to a cure of the evils which it deplors.

Nothing more surprising has ever occurred in English agricultural politics than this union of Conservatism, Socialism, and expert science to rush a drastic policy of land reform—a policy which, if needs be, apparently will not shrink from a measure of compulsory cultivation for inferior grass areas now uncultivated.

In their survey of what is essential to placing the country in a sound military and economic position so far as the food supply is concerned, the Majority and the Minority are virtually at one; but when it comes to immediate legislation for doing what all the members of the Committee agree is desirable, the Majority seem to me to funk the issue in a feeble fashion—no feeble that the chairman, who

signs the Majority Report, also dissociates himself from it, repudiating the Majority for not emphasising the urgency of the problem.

The Minority frankly accuses the Majority of "throwing up the sponge"—appalling language this, in a Departmental Committee Report!—and proceeds in detail to suggest how the Government, if it will, can at once pass "war-emergency" measures setting up a framework for the machine that has to handle the discharged soldier and sailor and the dearth of agricultural labour and the lack of home-grown foodstuffs as parts of one big question.

This Minority Report says in effect: "Our country produces only one-fifth of its food; in thirty years three millions of acres of land has fallen down from plough to grass—much of it inferior grass; the net loss of agricultural labourers from England during the war will be at least 80,000 men, and they cannot be replaced satisfactorily either by women or children; we ought to aim not only to replace these men by other men but largely to increase the rural population; from five to ten per cent. of the men of the New Armies probably will prefer an outdoor life after the war—say, 200,000; these men in the majority of cases will come back to civil life without a fixed job; it will be good statesmanship to offer them immediate work on the land at a living wage, with the prospect of a small holding later on, or efficient training for over-sea colonisation, as they may prefer."

Of course the Minority Report suggests much besides, including large schemes of reclamation on the scientific lines laid down by that great expert, Mr. A. D. Hall, and afforestation after the Maxwell manner; sugar-beet, tobacco, and potato growing on a reasonable scale, so that we may produce at least in greater part our own sugar, potatoes, and alcohol (beetle that the chairman, who

## TELEGRAMS.

### EARLIER TELEGRAM.

#### EX-PREMIER'S DEATH.

[Reuter's Service to The "Telegraph."]  
London, Received August 15.  
Reuter's correspondent at Melbourne reports the death of Sir George Turner, a former Premier.

## THE CLERK.

By B. H. M. Hetherington in "The Bookman."

Patched upon an office stool, neatly adding figures, With cuffs gone shy and a pen behind his ear; Deep in Liabilities, Goods, and Double Entry, So he worked from year to year. Diligent and careful, he jugged about with figures, Given soul and body to discount and per cent; Bounded by the columns of Purchase Book and Journal, Soberly his moments went. Now his pen has ceased from adding rows of figures, Ceased from ruling ledgers and entering amounts; Clad in sadden khaki, with a gun in Flanders He is balancing accounts.

drying, basket and other wood manufactures, and so on.

The Minority Report recognises that rural life must be made more attractive and that rural labour must be better paid than before the war. If present agricultural prices, or something approaching them, were maintained, farmers could afford to pay from £1 to 24s. weekly—which is a living wage in the country. The Minority Report proposes district wages boards to fix minimum wages; this to help labour, with the potential small-holding and even the larger farm as an ideal to work towards. For the farmer a State stabilised price system is proposed—wheat, say, being guaranteed at 40s. per quarter for ten years or thereabouts, with a bonus of £2 per acre (paid in instalments over a period of four years) for the encouragement of those who are willing at once to break up grass for the plough and to cultivate it adequately.

Every million acres of grass broken up will employ profitably forty thousand men; and probably at least two and a half millions of acres of poor grass ought to be so broken up. This would absorb 100,000 ex-service men. Eighty thousand more are needed to work our villages even to the pre-war time standard. If the problem is attacked immediately, and as a whole, say the minority, it can be settled fairly for all parties and to the great advantage of the nation.

The machine must be built now, however, and that is what the minority, as distinct from the majority report, proposes should be done.

A closing word! Although the minority settlement should take priority over Colonial settlement and employment, they regard the two as complementary, and an Imperial scheme is in process of being drawn up on a most friendly All-British basis.—Wm. Purvis in the *Globe*.

## DONT FORGET.

### TO-DAY.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
Palisade Theatre—9.15 p.m.

### TO-MORROW.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
Palisade Theatre—9.15 p.m.  
Monday, August 21.  
Crown Land Sale.—P. W. D. Office, 3 p.m.











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(Payable in Advance.)  
The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamsham, Canton, who have been appointed our agents there.  
By Order, "HONGKONG TELEGRAPH."

## DEATH.

DAVEY.—At the Government Civil Hospital on the 15th inst. Arthur Edward, aged 41 years, son of the late Oliver Davey of Bude, Cornwall. The funeral will pass the Monument at 6 p.m.

## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 16, 1916.

## WHAT THE WAR IS DOING.

Yesterday we had something to say regarding the new social conditions which may be expected to arise in England after the war. Changes, significant in character, have already taken place, both in the social sphere and in the realm of politics. These, on the whole, have been of a healthy kind, and we venture to hope that the new conceptions of citizenship which have been engendered by the fact that the nation has been called upon to justify its very existence will find a lasting place in our national life. These fresh ideals are not the monopoly of Britain, for we find the same spirit manifesting itself among the other Allied peoples, especially in France and Russia—a spirit which, happily, is drawing the classes and the masses closer together, and enabling each to appreciate the viewpoint of the other.

But at the present moment the most striking changes which have been produced by the war are to be seen in the extent to which government in Europe is being socialized. This practical demonstration of Socialism is not confined to the Allies, for we know that Germany has very largely adopted State-controlled enterprises since she has been thrown so much on her own internal resources. Practically all the principal commodities are now controlled by "state societies" which the authorities have ordered the producers to form. These official organizations are forced to co-operate closely in production, as well as in distribution and the regulation of prices. They are also largely answerable for the handling of labour questions under Government direction. It may, in fact, be said that the relations between capital and labour have very largely occupied all the nations at war. France has practically conscripted labour and has even gone the length of taking steps to apprentice all unemployed children between the ages of thirteen and eighteen who are not attending school. This is a most admirable plan, and if it were adopted in England it would very largely solve the industrial training question to which we alluded in this column on Monday last. So far as England is concerned, we know the measures which have been taken for regulating prices, placing mines and railways under Government control and calling upon factory owners to lend their aid in the production of munitions. In a thousand and one other ways, too, the State has asserted its right to regulate production and to stimulate the output of necessities. The Government has even gone so far as to establish an official blacklist of employees in controlled establishments who leave their employment without due cause.

As to how far this process of State regulation and control will persist after the war, time alone will tell. But the lessons which have been learned during the present abnormal situation will, without a doubt, be kept in mind for the future. Government will never be the same again, we may be sure. The Socialists will point to the fact that in our time of stress we were compelled to turn to Socialism, and no-one will dispute their right to push the argument as far as they choose. But the prime fact of the situation is that the Socialism which is to-day being practised by the belligerent nations is not the revolutionary Socialism—the negation of good government—which these extremists preach. The tendency of government in recent times has been towards greater State control; the process has been hastened by the war. That is the lesson which present conditions have to teach us. And, so long as individuality and enterprise do not suffer, we can welcome the retention of much that has been taught us by the war in this respect. To extract the best that can be gleaned from all schools of political thought is wisdom.

## Our Chinese Visitors.

We shall look forward with more than usual interest to next year's Police Report, for we fully expect to learn from it that crime in the Colony has appreciably increased since the influx of visitors from Canton began. Owing to the amazing wisdom of our rulers, no check seems to be kept on immigration; and Chinese of all sorts are allowed to swarm into the Colony at their own sweet will. No police in the world could guard against the occasional entry of rogues and vagabonds into the Colony, considering the enormous numbers of strangers who are arriving by every boat, even in normal times. But it seems to us that the Hongkong police are barely given an opportunity of seeing these gentry as they land, for they rush from the river boats in dense crowds and, before any kind of observation of this human cargo can be taken, it has dispersed to the four quarters of the city. In every such crowd we may take it that there are one or two individuals who are either "wanted" by the Chinese Government or else who are returned deportees. Obviously what is needed at every wharf is a turnstile system, whereby each new arrival would have to pass under the scrutiny of the police.

## The Turnstile System.

Of course we do not claim that such a system would entirely defend the Colony against the inroads of undesirable, but it would certainly give the police and the sanitary authorities considerably more control over criminals and persons suffering from communicable diseases than they have at present. Such an arrangement need not entail an undue waste of time. The system of making everyone pass through a turnstile is in use on all the ferry wharves on the Cheshire side of the Mersey, from Birkenhead to New Brighton—albeit not for the same reason as that above suggested—and thousands of persons pass through by the morning and evening boats without inconvenience being caused to anyone. And even if a little delay should be occasioned, that would be better than the present hopeless lack of check. In cases where the police felt that further enquiry was necessary it would be quite easy to divert the suspect into a side channel for ultimate examination. At present the police, keen and conscientious in the carrying out of their duties though they undoubtedly are, are bound more or less to work in the dark and to rely on chance. If they are to be of real assistance to the Government the Government must lay itself out to assist them.

## "Recommended!"

Yesterday we published one or two questions and answers that recently arose in the House of Commons in relation to the employment of two Hungarians and a German in the Russian Bank for Foreign Trade in London. On Mr. Peck's asking as to the nationality of the gentlemen and the nature of their employment, Mr. Samuel blandly admitted that they were alien enemies and that the German, Schneider, "had to handle documents regarding the shipments of munitions to Russia." The Russian Embassy had recommended that he was indispensable to the Bank. He had been "recommended" for repatriation and the two Hungarian persons had been "recommended" for internment.—This is the kind of foolery that makes one wonder how on earth it is that the people at home have not risen in a body and demanded the dismissal of such Ministers as Mr. Samuel and company. We would be the last to wish to see the least shadow of discourtesy offered to our grand allies the Russians; but it was the duty of our Government to consult the wishes of its own people where Schneider was concerned, before considering the convenience of the Russian Bank. Our army and navy have suffered so terribly from the second-rate acts of German spies, that to leave a single alien enemy at large—particularly where he has power to handle official documents—is an act of criminal folly and treason. We should hear with the liveliest satisfaction that some of our pro-German officials at home had been sentenced to a lengthy term in Wormwood Scrubs.

## DAY BY DAY.

THE POOR OFTEN REPAY HOSPITALITY BETTER THAN THE RICH. FOR GOD HIMSELF HOLDS THE PURSE-STRINGS.

The Weather.  
At the Peak 8 a.m. Temp. 77; fine. (1915, 75 clear.)  
Lower level 8 a.m. Temp. 84; fine. (1915, 85 clear.)

The Mails.  
American, Canadian and Siberian Mails.—Closed per s.s. Shinyo Maru at 11 a.m. to day.  
Siberian Mail.—Closes per s.s. Sinking at 3 p.m. to-morrow.  
The Dollar.  
The opening rate of the dollar on demand to-day was \$2.19-18d.

To-morrow's Anniversary.  
To-morrow is the second anniversary of the transfer of the Belgian Government to Antwerp (since transferred to Havre).

Chamber of Commerce.  
We have received a bound copy of the report of the General Committee of the Hongkong General Chamber of Commerce for the past year, which was presented to the members at the annual meeting held on March 28 last.

Jewellery Theft.  
A large jewellery theft was reported to the Police on Monday by the occupier of 29, Caine Road. The jewellery stolen was valued at \$2,900, and this has now been recovered, together with \$2,043 worth of jewellery not reported missing. A man has been arrested in connection with the affair, and he was formally charged at the Magistrate's this morning. The case was remanded till Monday.

Corrosive Fluid.  
The occupants of two different floors at 38, Aberdeen Street, have had a quarrel, and one of the parties, seeking to get satisfaction, secured a quantity of corrosive fluid and threw it over a lot of clothes which were hanging on some bamboo poles to dry. The damage caused is to the extent of about \$10. When charged at the Police Court this morning, before Mr. J. B. Wood, the defendant was sentenced to six weeks' hard labour and ordered to pay \$10 compensation, or undergo another month's imprisonment.

## TENNIS TOURNAMENT.

Entries for Hongkong C.C. Event.

For the men's doubles tournament which has been organized by the Hongkong Cricket Club, an excellent number of entries has been received and as a result some extremely interesting games are anticipated. Games will commence on Saturday, and the second round is to be completed a week later. The following is a list of the draws, together with the handicaps:—

First round.—F. W. Cary and N. E. Kent (owe 15-4) v. R. Kennedy and K. Longmire (rec. 15). J. Gleister and J. Franks (rec. 3-6) v. F. Vanderwal and J. Jonckheer (rec. 3-6). Capt. Milner Jones and Col. Crisp (owe 15-2) v. W. G. Worcester and G. A. Hastings (owe 2-6). D. G. Chessman and S. E. Walker (rec. 3-6) v. W. Hoogerwerf and H. Weyler (rec. 4-6). A. C. Leith and H. G. Hegarty (rec. 4-6) v. J. Sialker and E. Abraham (owe 3-6). H. E. Muriel and O. F. Maltby (owe 5-6) v. M. M. Maas and L. N. Murphy (owe 15-2).  
Second Round.—The following have drawn byes in the first round:—J. A. Ridgway and P. R. Cassidy (rec. 2-6) v. A. G. M. Fletcher and P. P. J. Woodhouse. W. J. Hodge and J. M. Walker (rec. 2-6) v. E. E. Green and C. L. Cooper Hunt (owe 30). F. Bevington and W. E. Clark (scratched) v. F. W. Cary and N. E. Kent (owe 15-4), or E. Kennedy and K. Longmire (rec. 15). O. Ritter and G. Sewell (scratched) v. H. E. Muriel and O. F. Maltby (owe 5-6). M. M. Maas and L. N. Murphy (owe 15-2). A. A. Claxton and E. P. Thorsfield (scratched) v. C. Thorne and J. R. Wood (owe 3-6). B. A. Brand and C. Minkin (owe 4-6) v. J. McDonald and W. J. Morrison (rec. 2-6).

## JUTLAND AND THE GERMANS.

The Damage they Really Suffered.

On July 13, the Daily Telegraph's special correspondent at Rotterdam sent the following interesting message:—

From reliable sources I have received information proving conclusively how tremendous was the punishment inflicted on the German fleet in the Battle of Jutland. Without purporting to give a complete list, I am able to state that the following fifteen men-of-war are at present repairing at various yards.

Battleships of the Dreadnought type—König, Grosser Kurfürst, Markgraf, Kaiserin, and Kaiser. Older battleships—Rheinland and Hessen.

Battle cruisers—Seydlitz, Moltke, Derfflinger, Von der Tann. Light cruisers—Regensburg, Statin, Köln, and Frankfurt.

It has also been stated that the Stuttgart and München are likewise repairing, but of this I have no confirmation. In itself, however, the list of great ships named is sufficient to show how nearly the German fleet escaped annihilation. It was, indeed, a beaten and a broken fleet which, under cover of mist, found its way to its Wilhelmshaven lair. There is no question of the ships I have named being in the yards merely for overhauling. Every one of them was more or less battered by the British gunners, and it will be months before most, if any, will be ready again to seek another such disastrous "victory" as that of June 1.

As far as the Dreadnought battleships are concerned, no information as to the extent of the damage done has reached me, but in the cases of all the others it may be accepted as very great. The battlecruiser Seydlitz is practically a wreck. It is quite true, as has been stated, that she either ran ashore on the German coast or perhaps sank at high tide in very shallow water. She has, however, been salvaged, or, rather, what was left of her. Apart from the damage sustained when she went aground, it is little less than a miracle that she did not sink on the high seas from the effect of the gunfire. Of the whole superstructure there is nothing left. In the literal sense of the term her decks were swept clean.

## Squadron Smashed Up.

It is clear that the whole of the First German Battle-Cruiser Squadron which took part in the opening phase of the battle narrowly escaped the fate of the Latvian. It comprised six ships, including apparently the older and smaller Von der Tann. Only one is unaccounted for with the Latvian at the bottom of the sea, the Seydlitz a battered hull, and the Derfflinger, Moltke, and Von der Tann badly damaged. Where is the sixth? Admiral Jellicoe's list of the enemy's losses mentions a battle-cruiser among the ships seen to be so severely damaged as to render it extremely doubtful if they could reach port. So far as I can discern the sixth unit of the First Battle-Cruiser Squadron is not in any of the repairing yards. It would be very remarkable if this ship escaped undamaged whilst the other units in the squadron were sunk and the other four badly mauled. I think the inference is clear that this is the battle-cruiser to which the British Admiral Commanding refers, and that his doubts as to her ability to reach port was more than justified.

Although not so terrifically punished as the Seydlitz, the Derfflinger, Moltke, and Von der Tann all had the greater part of their superstructures swept away. A further interesting fact I learn about the battle is that the German Admiralty was very dispirited with the effect of their 305-mm artillery. I understand that specifications have already been prepared for changing this part of the ships' armament. This, however, is not the reason for any of the ships I have named being in the repairing yards.

## GERMANY'S HOLD ON RUMANIA.

Trade and Finance in the Hands of the Hungarians.

Ever since Russia's successful offensive began everybody has been watching Rumania and wondering how soon our Ally's advance would have an effect on her. The following article from the New York World explains how strong a hold Germany still has over the councils of Bukarest.

The peaceful penetration by Germany of Rumania, and the work and organization accomplished before as well as after the commencement of the war by the Germans in this country, invites the wonder and even respect of an impartial observer, if there was not a discrimination in the ways and means adopted by them to achieve their ends.

To study the Rumanian commerce, industry and finance is to know the story of German enterprise, German work and German initiative gaining the mastery everywhere and in every walk of life.

Since 1860, when a Hohenzollern Prince was put on the Rumanian throne, until the present day, Germans have gradually immigrated and settled here in large numbers. In the city of Bucharest alone the number of German residents is over 20,000, while in other Rumanian cities there are not less than a further 50,000. To these must be added 240,000 German-speaking Jews, who are always the forerunners of German interests and German propaganda. They hold the most valuable properties and estates in the capital and in the other large cities, as well as rich and fertile lands in the Dobruja district.

As everywhere in other countries, in Rumania also, German official and unofficial agents have spared no efforts or means in their endeavours to increase their influence and to multiply gradually their enterprises and commerce. While England and France together have only ten consular representatives in the country Germany and Austria are represented by 25 consular agents. As to non-official, commercial attaches and agents there can be no comparison, as the Germans alone have several scores more than their adversaries combined. They have also a chamber of commerce in the city of Bucharest, while the French and English have no such thing in this country.

The country's commercial, financial, economic, social, educational, hygienic, and many other phases are thoroughly studied and reported on from time to time. Anyone interested in Rumanian affairs is obliged to refer to the German reports.

With such an organization and the knowledge resulting from it, the Germans, with their low-priced goods, "made for the Orient," and long-period easy-payment system, became the predominant masters of the Rumanian market, thus importing goods annually to the amount of about \$5,600,000 (during 1913) from Germany, out of a total of \$9,520,000 of general Rumanian imports.

In order to maintain their commerce the Germans opened many banks and established many industrial houses, and by hard competition and various devices became the owners of part of the petroleum mines.

Control of Petroleum Field.  
From 1895 to 1900 the German capitalists, supported by German diplomacy, strove their utmost to become the sole masters of the entire petroleum field. In this endeavour they had two points in their minds one was economic the other political. At that time Germany had already concluded a secret political alliance with Rumania, and she was planning to assure the supply of her needs of petroleum in case of war, as she knew well that Russia would side with her enemies, and that she would not be able to get very much material from the United States, owing to the English blockade; so it was her endeavour to have the Rumanians as her allies, with the petroleum fields under German ownership, she could supply, provide her wants. The only serious

## OPIUM SMUGGLING.

Three More Heavy Fines.

Several cases of opium smuggling were before Mr. F. A. Haselund, at the Police Court this morning.

In the first case, Sergeant Clark told His Worship that he boarded the s.s. Knight Companion, which had arrived from Glasgow, via Cape Town. He saw the defendant hauling something out of the tank at the aft end of the ship and this was found to be opium.

Witness went down into the tank and altogether there was found 100 lbs. of raw opium and 45 tins of prepared. Some of it was hidden under six inches of cement and had to be hacked out. The Police had received information that it had been put on board at Glasgow. Defendant said he was asked to haul the opium up for somebody else. A fine of \$4,000, or six months' imprisonment, on both charges was imposed—\$8,000 in all, or 12 months.

A female searoker on one of the wharves early this morning found eight tins of opium concealed on a woman, who, when charged, said "My father is very poor. He is 80 years old and I was taking it home for him to smoke." A fine of \$800, or three months, was imposed.

Another case was that in which a woman was charged with having 17 tins in her possession. The drug was found concealed in a cloth which the woman was carrying. She was on board the s.s. Haitan as the boat was about to leave yesterday. A fine of \$1,000, or four months, was imposed.

Before Mr. Haselund, Sergeant Cooke applied for the confiscation of 1,168 tins of prepared opium, valued at \$11,680 which was seized on board the s.s. Haldin on Monday. The drug was found in the bosun's room. His Worship ordered the confiscation.

## PROMISSORY NOTE CASE.

The case was concluded in the Summary Court this morning in which a claim was made by the Tang Yuen firm, of 79, Main Street, Kowloon City, against the San Chuen firm of 76, Main Street, for \$332 40, being amount of principal and interest due for money lent under a promissory note.

Mr. Otto Kong King appeared for the plaintiffs and Mr. P. W. Golding for the defendant. Judgment was given for plaintiffs.

competitors that appeared in the field were the Americans, but the Germans by their diplomacy drove them off.

Almost all the electrical works in the capital and in the provinces are in German hands. The Fernie Iron Works, the port foundries and the shipbuilding and repairing at Gala's are owned by the Krupp Company. Almost all the companies that manufacture cloth, cotton, cement paper, and many other industries, as also the wood-exporting trade, are in the hands of the Germans. If you add to these the Austrian and Hungarian enterprises, you will have an approximate idea of what the so-called Rumanian industry consists of.

With German commerce and industry predominating in Rumania, it is natural also that German finance should have made some headway in order to make the Rumanian dependence on Germany still more complete. Out of \$60,000,000 of Rumanian public debt, about \$32,000,000 have been borrowed from the Berlin banks, and to-day the State of Rumania is paying \$8,000,000 interest and annuities to the Germans. As most of the capital borrowed in Germany has gone to pay for war and other materials manufactured in Germany, not a cent has entered the country, and, as a Rumanian puts it, the payment of these two millions is an annual tribute paid to Germany.



## CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the Hongkong Telegraph.]

## THE FIGHTING IN CANTON.

(To the Editor of the Hongkong Telegraph.)

Sir,—I should like to know why the Chinese Maritime Customs at this Port allow General Luog's gunboats to moor off the Western end of Shamone, which is within the Harbour limits, and fire into General Luk's forces from this position, thereby drawing Luk's fire on to them, which causes many stray bullets to hit houses etc. on the Settlement, thereby endangering the lives of the inhabitants. Several Chinese have already been hit, and the same thing might easily happen to any European.

Perhaps the Harbour Master and/or the Commissioner might not be aware that these gunboats are within the Harbour limits, and if they do know, they might be so obliging as to explain why they allow these gunboats to wage war within the Harbour limits.

Yours etc.

"BULLET."

Canton, August 15, 1916.

## OBITUARY.

Lieut. Commander A. E. Davey, R. N. R.

With deep regret we record the death of Lieut. Commander Arthur Edward Davey, R. N. R., which took place yesterday. Deceased had been in indifferent health for a year or more, but a week ago his condition became such that he was ordered into the Government Civil Hospital for treatment of a tumor. He rapidly grew worse, and passed away as stated.

The late Mr. Davey had a long connection with the East, more particularly with Hongkong, and in his work at the Harbour Office he was most popular with the shipping community. He was educated and trained on H.M.S. Conway as a cadet, and then took a position as officer on one of Messrs. Butterfield and Swire's boats, when he first became known in the Colony. He was born in Cornwall in May, 1875, and it is to be regretted that a career so full of promise should be ended comparatively so early in life. On August 17, 1907, deceased took up duty with the Harbour Office as Acting Boarding Officer, and vacated the post on April 23, 1915, for that of Acting Assistant Harbour Master. In August of the same year he was appointed first Boarding Officer, and later he succeeded Mr. Jones as Acting Assistant Harbour Master, which position he occupied at the time of death.

Deceased was a very ardent sportsman, and took especially keen interest in shooting and golf. He was, in fact, one of the best shots in the Colony, and often spent whole days duck shooting etc. He was a member of the Royal Hongkong Golf Club. He will be greatly missed both in official circles and by a large circle of friends by whom he was held in the highest esteem and respect.

The funeral takes place this evening, passing the Monument at 6 o'clock.

## Netherlands Trading Society.

The general balance sheet and profit and loss account of the Nederlandsche Handel-Maatschappij (Netherlands Trading Society) to December 31, 1915, show that the net profit amount to £5,941,408.92 (£495,117), out of which, after providing for the statutory reserve to the extent of £888,281.74 (£72,567), a dividend of 10 per cent. has been declared. A further issue to shareholders has been made of 5,000 new shares of £1,000, which were paid for on February 15, 1916. The total paid up capital has thus been increased to £55,000,000.

## COMPANY MEETING.

The United Asbestos Oriental Agency, Ltd.

Mr. S. H. Dodwell (Chairman) presided at the 20th ordinary general meeting of the above Company, held at the offices of Messrs. Dodwell and Company (General Managers) yesterday.

There were also present Messrs. G. Morton Smith, T. G. Weill, A. Denison and G. E. Edwards (Secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen.—The report and accounts having been in your hands for some time I will, with your permission, take them as read. The result of the year's working I trust you will consider satisfactory, showing as it does an increase in profit on trading of some £7,000 as against last year, and enabling your General Managers to recommend the payment of a dividend slightly in excess of that paid during the last three years.

You will notice that it has been considered advisable to set aside \$5,000 towards the cost of a new launch. Our present launch is over 20 years old, and as it will probably be necessary to order a new one in the near future, I feel sure you will agree that this is a prudent step to take.

Regarding contingency account has been increased by \$1,500, and now stands at \$5,000, which amount I hope it will not be necessary for us to further increase.

The value of the stock is a good deal less than last year, and, as usual, has been very carefully checked by the Superintendents, and ample allowance made for depreciation. The cash in current account and on fixed deposit is large, but since the end of the financial year a portion of your surplus funds have been invested in the shares of first-class local Companies so as to obtain a somewhat higher rate of interest. I do not think, gentlemen, the report and accounts call for any further explanation from me, but before moving their adoption I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There being no questions, the Chairman moved, and Mr. Denison seconded, the adoption of the report and accounts as presented.

—Carried.

Mr. F. Maitland was re-elected auditor, at a remuneration of \$200, on the motion of Mr. Morton Smith, seconded by Mr. Weill.

The Chairman announced that dividend warrants were ready and could be obtained on application.

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## INWARD BOUND FROM FRANCE.

Hospital Ships at Southampton.

Behind us (writes a special representative of the Press Association), the spreading south-country town, its lights subdued and infrequent, from deference to the exigencies of war. Nearer, the port and port railway stations of Southampton. About us the severe utilitarianism of well-ordered docks, threaded by shining lines of railway. Before us the silken stretch of Southampton Water on a summer's night, with gleaming lights of many colours reflected each one hundred-fold and more in the quiet water.

Across the Channel, there in France, great things are towards. A bloody and historic development in the greatest war the world has ever known, is roaring and reverberating hour by hour towards its climax. Men by the scores of thousands are at one another's throats; guns of all calibres, not in batteries, but in thousands, are filling the very heavens with their awful din, and the air with their rending messages of destruction and death. History is being made with a forcefulness, a frightfulness never dreamed of by Napoleon. Here behind us is the immortal secure quietness, the green and peaceful calm of our island home.

Out of the summer night from seaward comes a great white ocean liner, brilliantly lighted, and bearing upon her gleaming sides the great Red Cross of mercy and healing, which to all peoples on earth, with the sole exception of the Huns, means sanctuary, an unfailing passport, a guarantee of inviolable security. The big white ship has the lines of a yacht; and as she glides towards us through the stilly, darkling water with its myriad reflections, one sees that she is handled with smooth and easy precision. She glides of her own easy volition to her own precise moorings. The whole thing is a marvel of British; the whole place is very much in commission. Two huge covered-in gangways roll silently to their appointed places spring smartly to attention, salute, and hook themselves on to the ship. It looks like that. A silent army of stretcher-bearers advance from nowhere, in extended order.

A few yards away across the shed stands the first of the waiting hospital trains, bound for Edinburgh. So the Scotties will come first. They have farthest to go. Before ever we sighted the ship they knew all about this, just as we did, having the number of their section. Throughout system works, and works like a charm.

And so the tale goes on, and the trains fill, gliding out, one after another, with marvellously little loss of time, and no hitch of any kind. Medical officers and nurses are sitting to and fro. No orders are given. The whole wonderful process is automatic. To and fro, to and fro, unceasingly the rubber-shod stretcher-bearers—90 of them—are carrying, and the deftness of them is amazing. The patients are tired, but they are mostly cheery and jolly, even when their faces twitch from pain.

More than five hundred hospital ships they have met in these docks, and always their hands are full of chocolate, cigarettes, postcards, matches, and things that soldiers want. Always cheery and practical, never in the way, these ladies waste not a minute, and shed a radiant light of homely, kindly, sensible good cheer wherever they go.

Some few cases are not for the trains at all, but for local hospitals, or for Netley. Motor ambulances are in waiting for these, all supplied by local generosity, and among them some of the most ingeniously well-fitted in England.

The Hampshire Automobile Club has had as many as 80 cars out at one time, all steered by voluntary drivers, day and night alike; it is good work this.

## DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

## DAISY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.

SOLE AGENTS—

THE DAIRY FARM CO., LD.

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in which are vested the shares of

THE OCEAN MARINE

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AND

THE RAILWAY PASSENGERS

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The Undersigned AGENTS for

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to ACCEPT RISKS against

FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents.

## Yorkshire

Insurance Co., Ltd.

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SHEWAN, TOMES & CO.

AGENTS.

## SAKURA BEER



SOLE AGENTS:—

SUZUKI & CO.

TEL. 468

ALEXANDRA BUILDING.

## A CHEEKY COOLIE.

European Lady Assaulted.

A night-soil coolie was summoned at the Police Court, before Mr. F. A. Hazeland this morning, for assaulting Mrs. Frost, of 1, Kimberley Villas, Kowloon.

Mrs. Frost gave evidence to the effect that they had had a great deal of trouble with this man. He had been coming very late and was not clean. She had occasion to correct him yesterday morning and he became very abusive, grabbed her by the arm and struck her on the head with a bucket. Defendant's story was that he was kicked.

A fine of \$10, or a month, was imposed.

## PASSENGERS DEPARTED.

Per s.s. AKI MARU, sailed from Hongkong, for Australia, on 15th Aug.

Allen Miss Gamhage Mrs A C

Allen Master Hall

Allen Mr & Mrs S Herliert W T

Bartley Mr & Mrs Humphreys C B

Burns Miss T C Kent H

Brown C M Leaver C

Burnett J Lester J H

Callins Miss I L Martins H C

Callins Mr & Mrs Noronha Mr & Mrs J M

Callum Dr W G Pitt

Carlson G G Platt Miss O E M

Coleby T J Richards Miss D

Cox Mr & Mrs A G Roddis L H

Drake Miss F M Sandant H

Drake Mrs G E Scanlon Miss H M

Fisher Miss Sleep Mr & Mrs J J

Forster J Woods

Forster J Woods

Forster J Woods

Forster J Woods

## TO-DAY'S

ADVERTISEMENTS.

PUBLIC AUCTION.

HUGHES & HOUGH.

THE Undersigned have received instruction from the Liquidators of CHS. J. GAUPP & CO. to sell by Public Auction, on

TUESDAY, the 22nd August, 1916, commencing at 10.30 a.m. to 12.30 p.m., on their

Premises, Alexandra Buildings, Chater Road,

Fittings and Furniture, comprising:—

Show Cases by Sage, London.

Counter

Plate Glass Window Fittings.

Double Dial Show Clock.

Diamond Scale.

Desks; Filing Cabinets; Watchmakers' Work Desks;

Watchmakers' and Jewellers' Tools and Repair Material;

Remington Typewriters No. 10, Also

Sundry Lots, Large Jewellers' Safe by Chubb, London; &c., &c.

(Full Particulars from Catalogue.)

On view from 19th August.

Catalogues will be issued.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th August, 1916.

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3 NEW Collars

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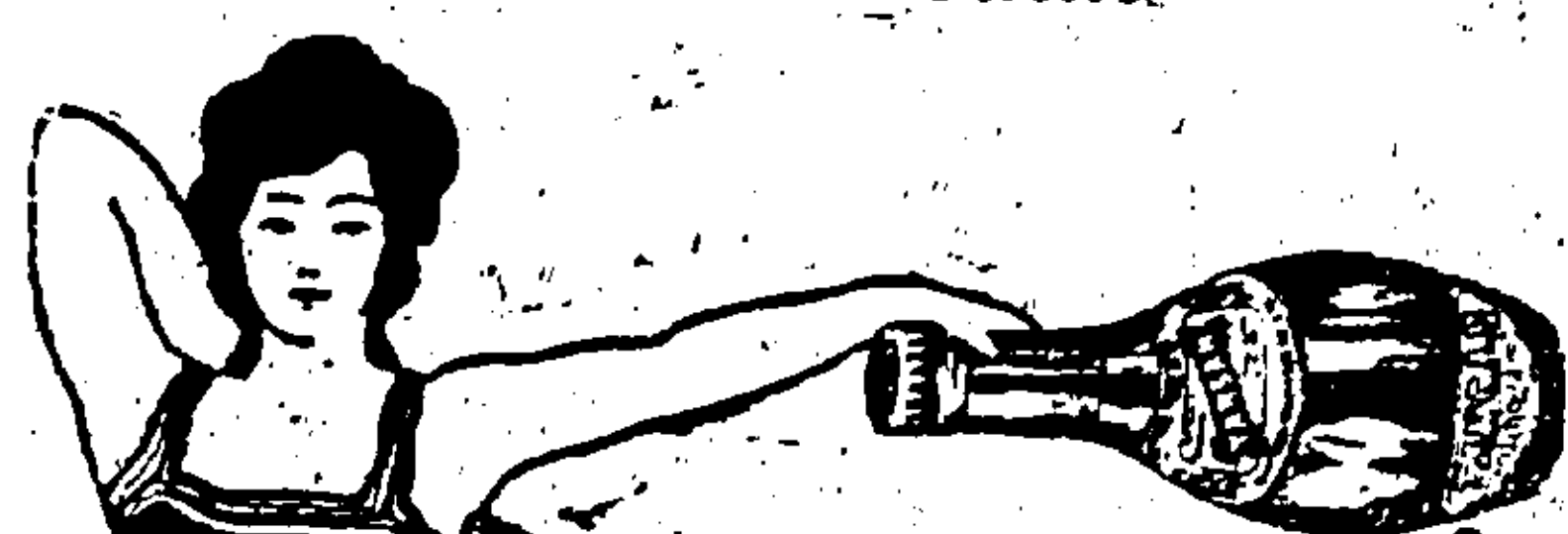
A double collar PERFECTLY CONSTRUCTED

allowing PERFECT FREEDOM for the tie.

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For	Steamers	To Sail On	Remarks
SHANGHAI, Moji, Kobe and Yokohama	MALTA Capt. C. C. Talbot R.N.R.	daylight 15th Aug.	Direct Service.
LONDON via Singapore, Penang, Cebu, Port Said & Marseilles	SOMALI Capt. L. D. Finckney	3 p.m. 15th Aug.	Direct Service.
L'DON, B'bay via Spore, Penang, Cebu, Port Said & Marseilles	NORE Capt. D. Asbury	noon 25th Aug.	Connecting at Colombo with Mail Steamer MOULTAN.
SHANGHAI, Moji, Kobe and Yokohama	NAMUR Capt. A. Collyer	about 27th Aug.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.

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P. & O. S. N. Co.'s office, Hongkong, 15th Aug., 1916.

E. V. D. Parr,  
Acting Superintendent.

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EMPRESS OF RUSSIA	6 Sept.	EMPRESS OF RUSSIA 11 Nov.
Monteagle	8 Sept.	Monteagle 7 Nov.
Empress of Japan	20 Sept.	Empress of Japan 15 Nov.
EMPRESS OF ASIA	4 Oct.	EMPRESS OF ASIA 29 Nov.

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General Agent, Passenger Department,  
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J. M. WALLACE,  
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## Regular Service Between

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The S.S. "Shirala" tons 5,506, Capt. Terry, will be despatched for Shanghai, Kobe & Moji on the 24th Aug.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

## DAVID SASSOON &amp; CO., LTD.

Hongkong, Aug. 8, 1916. Agents.

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TO  
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails
LONDON	City of Norwich	5th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.  
For rates of freight and further information apply to

THE BANK LINE, LTD.,  
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## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.  
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## SHIPPING

## NIPPON YUSEN KAISHA

## THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination	Steamers	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife, and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, and Yokohama	Atsuta Maru Capt. Itano T. 15,000 Hitachi Maru Capt. Tomioka T. 13,500 Yokohama Maru Capt. Shinohara T. 12,500 Sado Maru Capt. Asakawa T. 12,500	SUN., 20th Aug. at 11 a.m. THURS., 24th Aug. at noon. FRIDAY, 18th Sept. at 4 p.m. TUES., 19th Aug. at 4 p.m.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Saki Maru T. 12,500 Capt. K. Yoshikawa Sango Maru Capt. S. Takano T. 13,500	TUES., 15th Aug. at 4 p.m. TUESDAY.
CALCUTTA via Spore, Penang & Rangoon	Kirin Maru Capt. Sasaki T. 8,000	FRIDAY, 18th Aug.
BOMBAY via Spore, Malacca & Cebu	Rangoon Maru Capt. Hori T. 8,000	WEDNESDAY, 23rd Aug.
SHANGHAI, Moji, Kobe and Yokohama	Tosa Maru Capt. Sakamoto T. 10,000	SUNDAY, 20th Aug.
SHANGHAI, Moji, Kobe and Yokohama	Penang Maru Capt. Kishibiki T. 8,000	FRIDAY, 18th Aug.
NAGASAKI, Kobe and Yokohama	Nikko Maru Capt. Takeda T. 9,600	SUN., 10th Sept. at noon.
SHANGHAI, Kobe and Yokohama	Skitano Maru Capt. Cope T. 16,000	FRI., 25th Aug. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, Manila, Saig, Francisco, Panama and Colon	Tokiwa Maru Capt. Akamatsu Tons 15,000	About 1st September.
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8 Wireless Telegraphy. NIPPON YUSEN KAISHA.  
Telephone No. 292 & 293. B. MORI, Manager.

## TOYO KISEN KAISHA

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	16th Aug. at noon.
Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.
Nippon Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.

Siberia Maru	18,000 - 18 knots	15th September.
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1 Via Manila, Omitting Shanghai. 2 Cargo only. 3 Proceeding to South America Ports.  
For this voyage the Persia Maru will omit the call at Manila, Shanghai and Honolulu.  
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.  
BILLS OF LADING ISSUED IN CONNECTION WITH ALL THE PRINCIPAL MAIL LINES AND THE TRANS-SIBIRIAN RAILWAY.  
Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, LIMA, VALPARAISO, THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.  
Steamer Tons & Speed Leave Hongkong  
Anyo Maru 18,500 - 15 knots 12th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to  
K. DOI, Agent,  
KING'S BUILDINGS.

## JAVA-PACIFIC LIJN.

Monthly Service between  
NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

S.S. Arakas 11th Sept. S.S. Karimoon 11th Nov.

Tjisondari 12th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPH.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to—  
JAVA-CHINA-JAPAN LIJN.  
Managing Agents.

Hongkong, York Building

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

## S.S. CHINA

WILL SAIL FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

SEPTEMBER 5 - NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,  
Prince's Building's, Ice House Street.

## SZE YAP S.S. CO., LTD.

HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG—CANTON LINE.  
HONGKONG TO CANTON 5.00 a.m. CANTON TO HONGKONG 5.00 p.m.

EXCURSION TO MACAO EVERY SUNDAY.  
HONGKONG TO MACAO 5.00 a.m. MACAO TO HONGKONG 4.00 p.m.

HONGKONG—KONGMOON LINE.  
S.S. SHAN-LEE, CAPT. SCOTT.  
HONGKONG TO KONGMOON 5.5 p.m. KONGMOON TO HONGKONG 5.50 a.m.

GOOD MEALS AND EVERY COMFORT

MANAGER—Y. C. LAM

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW/SINGAPORE	Hupah	17th Aug. at noon.
SHANGHAI	Sinkiang	17th Aug. at 4 p.m.
TIENSIN	Kueichow	18th Aug. at 4 p.m.
SHANGHAI	Anhui	20th Aug. at daylight.
HAIPHONG	Sungkiang	20th Aug. at 10 a.m.
MANILA, CEBU & ILOILO	Tean	22nd Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinba," "Taming," and "Teau." Excellent saloon accommodation, electric fans fitted, extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenau," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

## BUTTERFIELD &amp; SWIRE.

Agents.

Telephone No. 36.  
Hongkong 16th Aug., 1916

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN

Steamer	From	Expected at or about	Will leave at or about	For
Tjiteroem	SHANGHAI	17th Aug.	21st Aug.	BATAVIA
Tjilwong	KOBE	21st Aug.	23rd Aug.	BATAVIA
Tjikini	JAVA & MACASSAR	24th Aug.	28th Aug.	AMOY
Tjibodas	JAVA & MACASSAR	28th Aug.	2nd Sept.	KOBE

\* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building. [15]

Telephone No. 1574

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
St Albans	13th Sept.	26th Aug. at 11 a.m.
Eastern	13th Sept.	4th Oct.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haitan	J. S. Thomson	TUES., 15th Aug. at 2 p.m.
Halhong	J. W. Evans	FRI., 18th Aug. at 2 p.m.
Halching	W. C. Passmore	TUES., 22nd Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to  
Douglas Lapraik & Co.,  
General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
WEIHAWEI & Tientsin	Chipshing	Thur., 17th Aug. at noon.
SPORE, Pang & Cebu	Mopsang	Thur., 17th Aug. at 3 p.m.
SHANGHAI	Kwongsang	Fri., 18th Aug. at daylight.
HOIHOW & Haiphong	Taksang	Fri., 18th Aug. at 7 a.m.
MANILA	Yunsang	Sat., 19th Aug. at 3 p.m.
SPORE, Pang & Cebu	Komsang	Wed., 23rd Aug. at 3 p.m.
MANILA	Loongsang	Sat., 26th Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Katsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaofo, Tientsin, Dairen, Weihaui.

Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements are required to produce on arrival at destination passport with their photographs and fingerprints.

For further particulars apply to  
JARDINE, MATHESON & CO., LTD.

## LOG BOOK.

For the Java-Australia Service.

The Roderiksbolaget Transatlantic has ordered a third Diesel motor vessel of 3,300 tons 384ft. by 35.5ft. by 27.4ft., which, on a draught of 24.6ft., will have a speed of 13 knots. She will be placed in the Java and Australia service. The vessel will have three decks and five cargo holds.

Kiukuang Shipping.

For the year 1915 the total number of vessels which entered and cleared at Kiukuang was 4,065 ships of 6,881,106 tons, showing, when compared with 1914, a decrease of 217 vessels of 407,578 tons. The percentages of the total were 44.9 British, 27.5 Japanese, 23.1 Chinese and 5.4 per cent. American, Dutch, Norwegian and Russian.

After the War.

Japanese shipowners expect that after the restoration of peace a severe rivalry will take place at Shanghai and at Hongkong between the Japanese and the foreign lines. If shipping on the trans-Pacific line be much enlarged the regular liners of the Toyo Kisen Kaisha and the Osaka Shosen Kaisha will lose much of their usual business.

New Harbours in Jutland.

Some time ago the Danish Government appointed a commission of experts to draw up plans for large fishing ports on the north west coast of Jutland. The commission has just finished its labours, and among its recommendations is the construction of two ports, one at Helsing, in the vicinity of the Hansthold Light Station, and the other more to the northward at Hirtshals. The latter place is also proposed as the starting point of a new steam ferry between Norway and Denmark, to serve as a connecting link in a new trade route between Germany and Norway. The estimated cost of the port of Helsing is 2,500,000, while that of Hirtshals is 2,335,000. With the construction of these two ports the Danish fishing industry will be enabled to take a considerable part in the North Sea fishery with its own motor craft which it has hitherto been unable to do owing to the lack of suitable harbour accommodation. It is also possible that the proposed new fishing boats will, in the course of time, be developed into general commercial ports. In Esbjerg, at the extreme south of the west coast of Jutland, Denmark possesses a harbour which, with appropriate extensions and improvements, has been turned into an important place for the export of Danish agricultural produce, and it is hoped that something of the same kind can be done with Helsing and Hirtshals, which, like Esbjerg, are open throughout the year.

P.N.P. Midshipmen and Promotion.

The Mercantile Marine Association has been very active in dealing with the question of the promotion of midshipmen, R.N.R., and was successful in obtaining the concession that these midshipmen who had attained the age of 20 years, who had completed twelve months' service in the Royal Navy, and were in possession of second mate's certificates, might be promoted to the position of acting sub-lieutenant (acting). The regulations, however, seem to have been misunderstood by the holders of the recently-issued second mate's certificates, who interpreted the new regulations as being sufficiently elastic to embrace them. In view of these facts the secretary of the association approached the Admiralty on the question, and has now received from the secretary of that body the following reply, which leaves no room for misunderstanding:—"In reply to your letter of the 4th inst. regarding the promotion of midshipmen, Royal Naval Reserve, who are qualified to sit for a temporary second mate certificate, I am directed by the Admiral Commanding, Coast Guard and Reserves, to inform you that only midshipmen who have completed the four years' service required for the full second mate's certificate can be considered for promotion."



## SHIPPING



# R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice

## HOMEWARD.

For Steamer. Date of Departure.

## TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,  
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The s.s. "J. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN  
DELI (Sumatra) via Swatow.

Next departure from Hongkong: August 25, 1916.

This vessel has excellent saloon-accommodation for a limited  
number of passengers, is fitted with all modern conveniences  
and carries a duly qualified surgeon.

For freight and passage apply to:

Yong Building, Tel. 1574 & 1575. JAVA-CHINA-JAPAN LYN.  
Hongkong, 29th May, 1916. Agents.

## NOTICES.

## WELLS FARGO & CO. EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.  
SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND  
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
1a, Chater Road. Phone No. 1500.

## THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers  
Official Agents to the Philippine Government, &c.

HONGKONG-SHANGHAI-PEKING-  
YOKOHAMA-MANILA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP  
LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and  
CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-  
taining sailings and fares from the Far East to all parts of the  
World, will be forwarded free, on application.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

## NOTICES.

### HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED  
for the Half Year ending 30th  
June 1916, at the rate of Two  
Pounds three shillings Sterling  
per share, is payable on and after  
MONDAY the 14th day of  
August, Current, at the Office  
of the Corporation, where Share-  
holders are requested to apply  
for Warrants.

BY ORDER OF THE COURT  
OF DIRECTORS,  
N. J. STABE,  
Chief Manager.

### HONGKONG ICE CO., LTD.

## NOTICE.

In accordance with the Pro-  
visions of No. 111 of the Articles  
of Association the General  
Managers have this day declared  
an INTERIM DIVIDEND for  
the half year ended 30th June,  
1916, of TWO DOLLARS PER  
SHARE.

DIVIDEND WARRANTS may  
be obtained an application at the  
Office of the Company on and  
after TUESDAY, 22nd instant.  
The TRANSFER BOOKS of  
the Company will be CLOSED  
from the 11th to 21st instant,  
both days inclusive.

JARDINE, MATHESON  
& CO., LTD.  
General Managers.

## NOTICES.

G. R.

PARTICULARS AND CONDI-  
TIONS of the letting by Public  
Auction Sale, to be held on Mon-  
day, the 21st day of August, 1916, at  
2 p.m. at the Offices of the Public  
Works Department, by Order of  
His Excellency the Governor,  
of One Lot of Crown Land  
at The Peak, in the Colony of  
Hongkong, for a term of 75 years,  
with the option of renewal at a  
Crown Rent to be fixed by the  
Surveyor of His Majesty the  
King, for one further term of 75  
years.

## PARTICULARS OF THE LOT.

Lot No.	Area (Approximate)	Frontage	Depth	Area (Approximate)	Frontage	Depth	Area (Approximate)
1	1/2 acre	100 feet	100 feet	1/2 acre	100 feet	100 feet	1/2 acre
2	1/2 acre	100 feet	100 feet	1/2 acre	100 feet	100 feet	1/2 acre
3	1/2 acre	100 feet	100 feet	1/2 acre	100 feet	100 feet	1/2 acre

## EUROPEAN QUALIFIED MIDWIFE.

MADAME ANTONESCU, Diploma,  
(Accouchouse), will attend Ladies in  
their own homes. Take entire charge or  
visit daily from August 1, 1916, Terms  
moderate. For full particulars apply to  
FEDDER'S HILL, TELEPHONE 117.

## VESSLS LOADING AND TO LOAD.

### EUROPEAN PORTS

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Alfuta M.	N. Y. K.	20, Aug.
Liverpool	Euryades	B. & S.	21, Aug.
London via Cape Town	Hitachi M.	N. Y. K.	24, Aug.
London via Ports	Nore	P. & O.	25, Aug.
London	Heleneus	B. & S.	27, Aug.
London via Ports	C. of Norwich	B. L. Ltd.	5, Sept.
Genoa and London	Agamemnon	B. & S.	5, Sept.
Genoa, London and Hull	Glenlogie	S. T. & Co.	9, Sept.
	Glenlogie	S. T. & Co.	16, Sept.

### NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via Japan	Shinyo M.	T. K. K.	16, Aug.
New York	Bolton C.	D. & Co.	23, Aug.
New York via Japan & Panama	Tokiwa M.	N. Y. K.	1, Sept.
Victoria B.C. and Seattle	Yama M.	N. Y. K.	1, Sept.
San Francisco via Japan	China	C. M. S. S.	5, Sept.
Vancouver via Japan	E. of Russia	C. P. O. S.	6, Sept.
Vancouver via Japan	Monteagle	C. P. O. S.	8, Sept.
San Francisco via Japan	Arakan	J. C. J. L.	11, Sept.
Victoria, B.C., & Seattle	Sado M.	N. Y. K.	19, Sept.
Vancouver via Japan	E. of Japan	C. P. O. S.	20, Sept.
San Francisco via Manila	Persia M.	T. K. K.	21, Sept.

### AUSTRALIA.

Australia via Manila	St. Albans	G. L. Co.	26, Aug.
Australia via Manila	Tango M.	N. Y. K.	12, Sept.
Australia via Manila	Eastern	G. L. Co.	4, Oct.

### SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Hoihow and Haiphong	Loksang	B. & S.	16, Aug.
Weihaiwei via Tientsin	Chipsing	J. M. Co.	17, Aug.
Singapore, Penang and Calcutta	Hopsang	J. M. Co.	17, Aug.
Shanghai	Sinkiang	B. & S.	17, Aug.
Shanghai and Kobe	Penang M.	N. Y. K.	17, Aug.
Shanghai	Kwongseang	J. M. Co.	18, Aug.
Moji, Kobe and Yokohama	Protesilaus	B. & S.	18, Aug.
Calcutta via Ports	Kirin M.	N. Y. K.	18, Aug.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	18, Aug.
Hoihow and Haiphong	Taksang	J. M. Co.	18, Aug.
Tientsin	Kueichow	B. & S.	18, Aug.
Manila	Yuensan	J. M. Co.	18, Aug.
Shanghai, Kobe and Yokohama	Tusa M.	N. Y. K.	19, Aug.
Haiphong	Sunkiang	B. & S.	20, Aug.
Shanghai	Anhui	B. & S.	20, Aug.
Batavia	Tjitaroom	J. C. J. L.	21, Aug.
Manila, Cebu and Iloilo	Tean	B. & S.	22, Aug.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	22, Aug.
Singapore, Penang & Calcutta	Kumsang	J. M. Co.	23, Aug.
Batavia	Tjiliwong	J. C. J. L.	23, Aug.
Shanghai, Kobe and Moji	Shirala	D. S. & Co.	24, Aug.
Belawan Deli (Sumatra) via S'tow	S. Jacob	J. C. J. L.	25, Aug.
Shanghai and Yokohama	Kitano M.	N. Y. K.	25, Aug.
Bombay via Ports	Rangoon M.	N. Y. K.	26, Aug.
Manila	Loongsang	J. M. Co.	26, Aug.
Shanghai and Japan	Namur	P. & O.	27, Aug.
Shanghai and Japan	Alcinous	B. & S.	28, Aug.
Amoy	Demodocus	B. & S.	28, Aug.
Shanghai, Japan & Vladivostok	Tjikiini	J. C. J. L.	28, Aug.
Bombay via Ports	Machon B.	S. & S.	30, Aug.
Calcutta via Ports	Tenshin M.	N. Y. K.	1, Sept.
Kobe	Teilon M.	N. Y. K.	1, Sept.
Manila	Tjibodas	J. C. J. L.	2, Sept.
Shanghai, Kobe and Moji	Titan	B. & S.	3, Sept.
	Nikko M.	N. Y. K.	10, Sept.

## CONSIGNEES

"SHIRE" LINE OF  
STEAMERS, LIMITED.  
NOTICE TO CONSIGNEES.  
From SAN FRANCISCO,  
SEATTLE & JAPAN.

### THE Steamship

### "KIFUNESAN MARU"

having arrived from the above  
ports, Consignees of cargo by her  
are hereby informed that all  
goods are being landed at their  
risk into the hazardous and/or  
extra hazardous Godowns of the  
Hongkong and Kowloon Wharf  
and Godown Company, Limited,  
whence, and/or from the wharves,  
delivery may be obtained.

Goods not cleared by the 21st  
August, at 5 p.m. will be subject  
to rent.

All broken, chafed and damaged  
packages are to be left in the  
Godowns where they will be  
examined on 21st August, at 9.30  
a.m. Claims against the steamer  
must be presented within 10 days  
of arrival otherwise they will not  
be recognized.

No Fire Insurance will be  
effected by us in any case what-  
ever.

Bills of Lading will be counter-  
signed by—

JARDINE, MATHESON &  
Co., Ltd.  
Agents.

Hongkong, 14th August, 1916.

## CONSIGNEES.

### TOYO KISEN KAISHA.

s.s. "SHINYO MARU."

From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
AND MANILA.

The above named steamer hav-  
ing arrived, Consignees of  
cargo are hereby notified to send  
in their Bills of Lading for counter-  
signature, and to take immediate  
delivery of cargo from alonca to  
the Company's Godown. Storage charges  
will be assessed on all  
cargo remaining undelivered on  
15th August, at 5 p.m.

No Fire Insurance whatever  
will be effected.

No Claim will be recognised  
after the goods have left the  
steamer or Godown.

All chafed and damaged  
cargo will be landed into  
the Company's Godown, where  
they will be examined on 17th  
August, at 10 a.m.

No Claims will be recognised  
if filed after the 17th August 1916.

K. DOI,  
Acting Agent.

Hongkong, 9th August, 1916.

Don't forget: after the Show,  
Supper and Light Refreshments  
ALEXANDRA GAZE  
Open Till Midnight.

## HOTEL LISTS.

### HONGKONG HOTEL.

Atkinson E. L.	Hind W. B.
Anderson Athol L.	Hooper A. Shilton
Anderson G. E.	H. A. P.
Andrews Mrs. & Mr. Howard F. H.	Heller E.
Barber W. L. L.	Joseph E. M.
Baring J. H.	Knoderer Dr. A. T.
Branch Capt. B.	Lauritzen Mr. & Mrs.
Ballie Mrs. E. R.	Lonsfield S.
Bell C. E. J.	Larson L.
Bridges Mr. & Mrs. H. McMurray D.	Macdonald Major D.
Buchanan Mrs. B.	McNeill Dr.
Bowdley Mrs. G. H.	Mehta S. R.
Beckinsale L.	Meredith J.
Butings S. T.	Macdonald Major D.
Conant H. A. R.	Member Mr. & Mrs.
Courtney G. L.	MacCollum W. G.
Courtesy J. D.	Pollock J. R.
Crocker N.	Pice Mr. & Mrs. C. J.
Cornelissen Mrs.	Pag. Mrs. C. S.
Clarke Mrs.	Partridge Capt.
Dewar Capt. J.	Ray E. H.
Dewar J. J.	Rouse R.
Devlin Mrs. F. E.	Roxburgh R. R.
Douglas W. E.	St. John's Mrs. G. V.
Disco T.	Stonham H. F.
Douglas F. S.	Stackhouse J. W.
Dupuy Mr. & Mrs. C.	Simmons T. W.
Edwards Mrs. M. E.	Slade Mrs. M.
Edwards A. W.	Sorby V.
Edwards J. H.	Sorenson A. B.
Finlayson Mrs. C.	Scott J. H.
Fisher Mr. & Mrs. J.	Spiers E.
Falconer P. J.	Salle R.
Gibb J.	Suzar Dr. & Mrs. A. B.
Goulbourn V.	Todd A. L.
Gray Mr. & Mrs. P. J.	Taylor H. H.
Gubby S. M. S.	Williamson S. P. J.
Gibson M.	Wood G. G.
Holman G.	Watkins C. E.
Hannibal Mr. & Mrs. Wegelin S.	Wood Mrs. J. A.
Harper G.	Wietz Mr. & Mrs. C. J.
Hicks A.	Wagner A. H.
Hodge W. J.	

### PEAK HOTEL.

Cary F. W.	Lembert Mr. & Mrs.
Campbell D.	Morgan L. C. & Co.
Caselli Mrs. & Mr. D. C.	Mrs. R. H.
Carmichael Mr. & Mrs. H. F.	Meines Mr. & Mrs.
Caren Rev. & Mrs. T. H.	MacIntyre Mr. & Mrs.
Darling Col. R. E.	Meier Mr. & Mrs. C.
Dexter W. J.	Mattingsley R. F.
Fuller Denman	Nuner Rev. J. C.
Faichole Lt. Col.	Perkins T. L.
Ford	Patterson Miss E. G.
Ferreira Mr. & Mrs. F. H.	Ripha Mr. & Mrs. E.
Fishes Comdr. & Mrs. C.	Ricon Mrs.
Goudot Miss C.	Rea Miss E.
Goudot Mrs. E.	Skott C.
Griffith Rev. H. G. H.	Smith Mr. & Mrs. A. F.
Gascogne Comdr. & Mrs. V. F.	Smith Mr. & Mrs. V. F.
Gilman Mr. & Mrs. F. P.	Smith Mr. & Mrs. E.
Hale Mr. & Mrs. B. A.	Smith Mr. & Mrs. F. d.
Hazeland F. A.	Scarlett Miss L.
Johns Mrs. T. J. R.	Ventris Major Gen.
Kedron E.	Wool Mr. & Mrs. D.
Lee Jones R.	Wat is J.

### KING EDWARD HOTEL.

Almond Mrs. R.	Kinsman H. C.
Bannerman G.	Lambden A.
Baker Mr. & Mrs.	Lambden Miss E. G.
Beach Mr. & Mrs.	Leaman T.
Brown Mrs. E. L.	McTavish H.
Birnie Mrs. M. E.	McNeill D.
Bullen Miss M. E.	McAuley Mr.
Cheng Mr. & Mrs. T. S.	Offhouse Mr. & Mrs.
Cuning P. R. G.	Pammore Mrs. W. C.
Coverley Mr. & Mrs. P. R. G.	Pendleton Mrs.
Christiansen	Reich G.
Custello	Sim J.
Chubb S. F.	Smith E. M.
Florida Mrs.	Starkie C.
Fetterley	Starkie C.
Gregory T. N.	Thornton H.
Gunn Mr. & Mrs. T.	Step Mr. & Mrs. J. J.
Gardner H. H.	Saunders J.
Hammes Mr. & Mrs. Smith Mr. & Mrs.	
Hung King Chi Mr. Sprout J. L.	
Jackman W.	Tang Miss
Joseph J.	Trivedi H. C.
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## TO SAIL

### FOR BOSTON & NEW YORK.

s.s. "BOLTON CASTLE"

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(It is intended that the above  
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Agents.

## VESSLS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
N. Y. K.	Tosa Maru	13,000	Aug. 16	Calcutta
N. Y. K.	Penang Maru	8,000	Aug. 16	Bombay
N. Y. K.	Kirin Maru	8,000	Aug. 17	Yokohama
J. C. J. L.	Tjitaroom		Aug. 17	Shanghai
B. & S.	Protesilaus	9,547	Aug. 18	Liverpool
N. Y. K.	K. tano Maru	16,000	Aug. 18	London
B. & S.	Protesilaus		Aug. 18	Singapore
S. T. & Co.	Glenartney		Aug. 20	London
N. Y. K.	Yokohama Maru	12,500	Aug. 21	Victoria B.C.
D. S. & Co.	Shirala		Aug. 21	Calcutta
J. C. J. L.	Tjiliwong		Aug. 21	Kobe
N. Y. K.	Hitachi Maru	13,530	Aug. 23	Yokohama
J. C. J. L.	Tjikiini		Aug. 24	Java
N. Y. K.	Rangoon Maru	8,000	Aug. 25	Kobe
S. T. & Co.	Lenstrass		Aug. 27	London
B. & S.	Alcinous	6,742	Aug. 27	Liverpool
B. & S.	Demodocus	6,639	Aug. 27	Liverpool
J. C. J. L.	Titan		Aug. 28	Seattle
C. M. S. S.	Tj bodas		Aug. 28	Java
B. & S.	China		Aug. 29	San Francisco
B. & S.	Machon	6,737	Aug. 29	Liverpool
B. & S.	Teresias	7,605	Aug. 31	Liverpool
N. Y. K.	Tenshin Maru	8,000	Aug. 31	Kobe
N. Y. K.	Ceylon Maru	10,000	Aug. 31	Yokohama
N. Y. K.	Tango Maru	13,500	Sept. 11	Yokohama
G. L. & Co.	Eastern		Sept. 13	Australia

## NOTICE.

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## SHARE MARKET QUOTATIONS.

Up to the Minute.

Banks.	b.	\$	740.00.
Douglases.	a.	\$	133.50.
Indos Deferred.	a.	\$	128.00.
Steamboats.	b.	\$	22.50.
Star Ferries.	b.	\$	36.00.
China Sugars.	a.	\$	114.00.
London Sugars.	a.	\$	32.00.
Langkats.	b.	\$	26.75.
H.K. Wharves.	b.	\$	83.00.
K'loon Docks.	a.	\$	126.00.
China Prov.	b.	\$	8.60.
Ropes.	a. & b.	\$	34.50.
H.K. Tramways.	b.	\$	7.50.
Waterboats.	a.	\$	17.00.

## LINT BANDAGE OUT OF DATE.

Lessons of the Jutland Battle.

According to the medical editor of the Times, the Jutland battle has taught our medical men an important lesson.

The soil of France has been blamed for the terribly septic wounds inflicted there. But bacterial life scarcely exists on the sea, and after the recent battle it was found that amputation was often necessary.

The chief concern of the surgeons has been the prevention of sepsis—that is, of blood poisoning. Two methods were adopted, representing what may be called the two great schools which had sprung up during the war—the antiseptic school and the salt solution school.

The former is the school of Lister, the latter the school of Sir Almroth Wright. It seems clear, that, broadly speaking, Sir Almroth Wright's methods gave the most generally favourable results. "When once sepsis has gained a footing continuous saline irrigation seems to meet the requirements, does away with painful dressings, and is particularly non-irritating to the injured and exposed peritoneum (sheath of the bone), which is severely destroyed by the application of antiseptics." This independent testimony from the Navy to the great work of Colonel Sir Almroth Wright is of deep interest.

## Surgical Dressing "Found Out."

The greatest of these changes finds expression in certain allusions to the advantages to be gained by avoiding "painful dressings" of wounds. The battle of Jutland has thus emphasised a truth that has been plain to many doctors since Sir Almroth Wright began his work on the healing of wounds—namely, that the surgical dressing—lint bandage and wool—is out of date.

It has been found out. It is a barrier to the free discharge of lymph which cleans the wound; it forms a breeding ground of germs; it sticks to the wound and dries on, and its removal is attended by great pain and often danger from bleeding; finally, it hinders the wound and is apt to destroy delicate healing processes going on in it; and it is costly.

A surgeon of great experience stated in the writer's hearing a few days ago: "I believe we shall outlive the dressing after all. I used to think that idea was Utopian, but the war has opened men's eyes."

The method of "irrigation" by saline solutions as suggested by Sir Almroth Wright is beautifully devised to afford every possible help to the healing wound. Some terrible cases of cordite burns were in the hospital at Queensberry, but recovered well. In speaking of these burns and their treatment the authors say: "We can no longer apply a dressing." These views do not, of course, apply to old dressings which are protective, but to those which are not.

## THE SITUATION IN CANTON.

General Lung's Offensive.

Apparently the present position in and round Canton may be summed up in the statement that Lung Chai-kwong, satisfied that his men and money will "hold out," is no longer acting purely on the defensive. Tired of waiting for the oft-postponed visit of Luk Wing-ting, he seems to have determined on driving off those who have laid hands on his territory, and to be more insistent than ever in his refusal to hand over his authority to anyone but Luk in person—and in Canton.

In this, it is maintained by his antagonists that he is flying deliberately in the face of accepted Chinese tradition. Custom, it is urged, justifies Luk in not coming down, but in sending a representative instead. Luk apparently demands that Lung shall send an ambassador to meet the Kwangsi representative at Shingling and that these two should "talk things over." If negotiations are satisfactory, Luk proposes to come on to Shin Hing and there to meet Lung in person—and the only drawback to the plan that we can see is that Lung refuses to be any party to it. He takes his stand behind the fact that he has received definite orders to hand over to Luk, and that he is ready to do so the moment the latter puts in an appearance in Canton.

Meanwhile there is the usual picturesque variety of stories and rumours as to the doings at Shek Lung and (eight and forty miles nearer Hongkong) at Shumohua. It is said by the Chinese that Lung has actually recaptured Shek Lung. Presumably he has a fairly strong force there, for it is known that he withdrew some hundreds of men from round about Booca Tigra, and that these, with several hundreds more from Canton, were last heard of as approaching Shek Lung. At Shumohua the sides are said to be about equally manned: some seven hundred troops on either.

## LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

August	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total to 15th inst.
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1,376
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	125.06

Daily average 125.06

The Cinematograph in Japan.

The influence of moving pictures caused two young brothers to hold up a train, says an Osaka report. Recently railway men found several stones on the railway track near the crossing on the Tojo line in Osaka. The police discovered that a boy of 17 and his brother of 8 had carried the stones to the track in the hope that a train would be stopped. The two boys confessed they had wished to imitate the picture in the cinema.

## PERSONNE UNDER FIRE.

German Railroad Moved East.

The French front, instead of resembling the teeth of a saw, now presents a great rectilinear bulge, and it is at the angles of this bulge that the Germans are striking—north of the river at Belloy and Estrees. So far their efforts have been easily held, and the French are continuing in comparative tranquillity the work of consolidating their gains and preparing for the next forward move.

It is a comforting sign that the enemy was not able to react in any strength against the French progress until the sixth day of the battle, and even then the reaction was not as vigorous as might have been expected. Our Allies now possess heavy artillery which enables them to use their field guns to the best effect. At the outbreak of the war it was difficult to persuade an artillery man that he had to move his guns much nearer the enemy than was entirely approved of in the text-books. Now, just as the machine-guns go forward with the infantry assaulting waves, so do the "75's" follow, and when the Germans launched their counter-attacks upon the Belloy-Estrees line they found the high explosive and shrapnel curtain completely impervious.

Wave after wave melted away before getting within striking distance of the French trench line. A few battalions, more stubborn than the rest, made a desperate effort to strike through the shell zone to the trenches, they must bitterly have regretted their bravery. Two companies of them were absolutely wiped out.

## Bavarian Mass Attacks.

There were no fewer than six of these costly counter-attacks upon the Belloy-Estrees line, and it may interest the Bavarians to know that once again the Prussians, following the "antiquated" idea of 1870, freely shed Bavarian blood. The 17th Bavarian Division suffered especially serious losses. The heaviest attack, according to the Liberte, was delivered towards 3 o'clock, when two regiments advanced in massed formation to attack this portion of the front. Those who were left untouched by the terrible curtain fire of the French were charged at the bayonet's point and dispersed utterly.

The only success to the credit of the Germans during the day was a short-lived. A Bavarian company managed to capture some farm buildings on the Belloy-Berry road, and held them for two hours when, all further resistance being tantamount to suicide, they surrendered.

It is to be noted that these counter-attacks were not launched from Peronne. Peronne railway station is under the fire of French guns, and all troop concentrations have to be effected through Chaulnes (10 miles southwest of Peronne), which must be beginning to become "unhealthy." The attacking forces moved out from Berry, about five miles from Chaulnes, through which, along the Calais-Basel railway, the enemy is able to bring reinforcements from the whole of the Western front.

The Germans already have to move their railroad further east from Peronne. Trains are no longer running from Peronne eastwards to Terguier, and troops which can only come from Umbrai from the north have to be detrained at Roisel (about nine miles east of Peronne) or Carigny (about four miles east of Peronne). Nesle, Voves, and Ham are other important railway centres to the south of Peronne, and upon these points the French are placing their main defence. The German railway lines have been severely damaged during the recent fighting.

## MR. LLOYD GEORGE AND VICTORY.

Week's Output Equal to Two Loos Battles.

At a Munitions Conference of the Allies, held in London on July 12 when the requirements of the different countries were considered, Mr. Lloyd George, who presided, attributed the fact that "victory is beginning to flow in our direction" to the enormous improvement in the equipment of the Allied armies last year; and as one striking illustration of the development in Britain he stated that this country is now turning out each week nearly twice as much ammunition and nearly three times as much heavy shell as was fired in the Battle of Loos last autumn. Heavy guns, he added, are rolling in at a great rate.

The following report of the Conference was issued by the Secretary for War through the Press Bureau:—

A conference to discuss the equipment of the Allied forces was held at the War Office this morning. Mr. Lloyd George, Secretary of State for War, presided. Those present were Mr. Albert Thomas, representing the French Government; General Belyaev, representing the Russian Government; General Dall'Olio, representing the Italian Government; the Right Hon. E. S. Montagu, Minister of Munitions, representing the British Government; together with representatives of the War Office and the Ministry of Munitions.

The Secretary of State for War welcomed the Allied delegates in the name of his colleagues in the Government, and invited a statement of the requirements of each country. He then said:—

Since our last Munition Conference held in London there has been a considerable change in the fortunes of the Allies. At that date the great Champagne offensive in the west had just failed to attain its objective, and the French and British armies had sustained heavy losses without the achievement of any conspicuous success. In the east the enemy had pressed the gallant armies of Russia back some hundreds of miles, and the Balkans had just been overrun by the Central Powers.

## The Watershed Crossed.

I need not dwell upon the improvement which has since that time been achieved in the fortunes of the Allies. The overwhelming victories won by the valiant soldiers of Russia have struck terror into the heart of our foes, and those victories, coupled with the immortal defence of Verdun by our indomitable French comrades and the brave resistance of the Italian troops against overwhelming odds in the Southern Alps, have changed the whole complexion of the landscape; and now the combined offensive in east and west has wrenched the initiative out of the hands of the enemy, never, I trust, to return to his grasp. We have crossed the watershed, and now victory is beginning to flow in our direction.

It is relevant to the object of this conference to inquire why our prospects have improved. The answer is: The equipment of our armies has improved enormously and is continuing to improve. When we met last the Russian armies were facing a hailstorm of iron with flesh and blood; the British troops were condemned to entrenchment inactivity because our munitions were not equal to sustained attack; and, although France had bestirred herself early in the campaign and under the guidance and inspiration of M. Thomas had achieved prodigious results in the way of equipment, still even her resources were inadequate to the task in front of her.

## A Big Undertaking.

The Kiangnan Dock and Engineering Works are to undertake to cast a new frame for the large stone crusher used by the Shanghai Municipal Council at the municipal quarry. The piece weighed eight tons, and the work is to be undertaken locally on account of the prohibitive cost of transporting it from Europe.

## The Navy's Demands.

In this country we were in process of adding to old factories and setting up new ones. We had ordered the machinery with which to fill them. But few of these factories had then been erected, and not one of them was completed for work. I think it right to point out at this juncture that the navy until recently absorbed more than half the metal workers in this country. The task of building new ships and repairing old ones for the gigantic navy and fitting and equipping them occupied the energies of a million men. At the beginning of the war the navy numbered a few hundred thousand, and our arsenals and the equipment of the army were in proportion to its size. We had therefore to create out of next to nothing arsenals to provide munitions for the huge army now in the field, whilst at the same time the bulk of our best engineers were working to maintain and to increase the navy.

Most of our new factories are now complete, and most of the machinery has been set up. Hundreds of thousands of men and women hitherto unaccustomed to metal and chemical work have been trained for munitions making. Every month we are turning out hundreds of guns and howitzers, light, medium, and heavy. Our heavy guns are rolling in at a great rate, and as for ammunition we are turning out nearly twice as much ammunition in a single week, and what is more, nearly three times as much heavy shells, as we fired in the great offensive in September, although the ammunition we expended in that battle was the result of many weary weeks of accumulation. The new factories and workshops we have set up have not yet attained one-third full capacity, but their output now is increasing with great rapidity. Our main difficulties in organisation, construction, equipment, labour supply, and readjustment have been solved. Officials, employers, and workmen keep at it with the same zeal and assiduity as they have hitherto employed, our supplies will soon be overwhelming.

## Victory Anywhere Means Victory Everywhere.

The fact that after months of most appalling and unceasing expenditure of ammunition at Verdun France has still a sufficient reserve to conduct an independent offensive on a considerable scale is the best proof of M. Thomas's efforts. I cannot help thinking that the improvement in Russian munitions has been one of the greater and most unpleasant surprises our enemy has sustained; and we know the efforts Italy has put forth and the happy results of these efforts in the recent struggle in the Alps. Still, our task is but half accomplished. Every great battle furnishes an additional proof that this is a war of equipment. More ammunition means more victories and fewer casualties.

He then dealt with the needs of the Allies and ended:— These are the main problems we have to consider at these conferences. We must help each other to a solution by mutual effort. Let us probe thoroughly the requirements of the various armies. Let us help each other to supply these requirements. Victory anywhere means victory everywhere.

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The Kiangnan Dock and Engineering Works are to undertake to cast a new frame for the large stone crusher used by the Shanghai Municipal Council at the municipal quarry. The piece weighed eight tons, and the work is to be undertaken locally on account of the prohibitive cost of transporting it from Europe.

## MACAO DECLARED INFECTED.

Entry of Chinese into Hongkong Forbidden.

A Government Gazette Extraordinary, published to-day, contains the following notification.

Executive Council.  
The Merchant Shipping Ordinance, 1899, Table L, Quarantine Regulations. It is hereby proclaimed by order of His Excellency the Governor in Council that Macao is a port or place at which an infectious or contagious disease prevails.

A. G. M. FLETCHER,  
Clerk of Council.

Council Chamber,  
16th August, 1916.

## A Proclamation.

This afternoon a Proclamation has been issued under Section 2 of Ordinance 3 of 1895 prohibiting the entry of Chinese into the Colony from Macao. The Proclamation prescribes:—

(a) That no vessel shall at any time bring into the waters of the Colony from Macao any passengers of Chinese nationality or origin, or any passengers appearing to be of such nationality or origin;

(b) That no person of Chinese nationality or origin shall come into the Colony by land or sea from Macao;

(c) That all vessels of every kind shall, on arriving within the waters of the Colony from Macao, anchor at the quarantine anchorage prescribed by the Quarantine Regulations and shall not leave such anchorage until allowed to do so by order of the Health Officer.

## ADMIRAL MEUX AND JUTLAND BATTLE.

Our Naval Deficiencies when War Broke Out.

Admiral Sir Hedworth Meux, (formerly Commander-in-Chief on the China Station) speaking at the annual meeting of the Herts Navy League last month, said if we had had more destroyers in accordance with Lord Beresford's agitation we should have been in a much better position when war broke out. We had had to call heavily upon merchant ships to assist the navy, and so had become short of tonnage. Now it was a thing of the past there could be no harm in mentioning that at the beginning of the war we had not one efficiently defended port where warships and destroyers could shelter themselves from possible submarine attacks. The work at Rosyth had been allowed to hang fire for many years, and it was fortunate we were not opposed in those early days by a very enterprising enemy. Now everything under that head was quite satisfactory, and it only remained to ensure that after the war these responsibilities for the danger were not again allowed to manage our affairs.

In Admirals Jellicoe and Beatty we had a combination such as has only existed once before in our navy—at the time of St. Vincent and Nelson. In Beatty we really had a Nelson. If a general action between the two fleets off Jutland had been possible the result would have been much more favourable to us, but, as it was, Jutland was not really a great victory like Trafalgar. All the same, it was a victory, and the German fleet about it would bring their own retribution. Having told the German people their fleet had won a great victory, they would probably be compelled to come out again, which was exactly what they did not want.

## WAR CHARITIES.

Second Anniversary of War.

The Hon. Mr. E. R. Hallifax, Hon. Secretary of the War Charities Committee, informs us that a sum of £500 has to-day been remitted by the Hon. Treasurer to London to be expended on the Relief of British Prisoners of War. The Total is made up as follows:—

Anniversary Service Offerings:	
St. John's Cathedral ...	\$909.46
Union Church ...	437.00
Ohel Leah Synagogue ...	200.00
Sundry unmarked subscriptions ...	156.00
Allocated from General Fund ...	3,003.24
	\$4,705.88

## UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia &amp; China Telegraph Co.

Brewster Elizabeth, Singapore.  
Choonpin Chimsarcho, Kuala Lumpur.  
Figueras, Manila.  
Horn Pack Lockcock Hotel, Macao.  
Hapsing, Taipei.  
Jeandah, Singapore.  
Leemai 18 Katon St. Ipoh.  
Loosy Luenloong, Bangkok.  
Ng On Kay 92 Milho Tong St, Losangeles.  
Sinbecho, Singapore.  
Sutor N.S.W. Agent, Sydney.  
Yausang 1st floor 56 Wellington St, Macao.

J. M. BECK,  
Superintendent.  
Hongkong, 10th August, 1916.

Great Northern Telegraph Company, Ltd.

Harajuku Empress Hotel, Teikoku.  
Kiyochiu o/o Tatonchan Hotel, Swatow.  
Dolcione, Shimonesaki.  
Lopingkum 35 Third Story Wingket Street, Shanghai.  
Huon, Shanghai.  
Hongkong, 11th August, 1916.  
A. B. ROSENBERG,  
Act. Superintendent.

## Technical Institute.

We have received two late for publication in to-day's issue, a list of the successful candidates at the Hongkong Technical Institute examinations held in June last.

## Stanley Street Murder.

The hearing was continued at the Police Court this afternoon, before Mr. J. B. Wood, of the case in which a Chinese stands charged with the murder of another Chinese, at 80, Stanley Street, by stabbing him through the heart with a knife. Accused was committed for trial.

## TO-DAY'S ADVERTISEMENT.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for the six months ending 30th June, 1916, will be payable on MONDAY, the 16th August, 1916, on which date Dividend Warrants may be obtained at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 23rd August, 1916, to MONDAY, 28th August, 1916, both days inclusive.  
SHEWAN TOMES & CO.  
General Managers.



## COMMERCIAL.

**Borneo Rubber Output.**  
288,701 lbs. of plantation rubber were shipped from the State of British North Borneo during June.

**Iron and Steel Imports**  
ad Tientsin.  
Iron and mild steel bars imported into Tientsin during 1915 totalled 117,061 piculs and 282,475 piculs in 1914, showing a decided decrease of 145,414 piculs in 1915. Galvanized iron sheets, corrugated and plain, also imported into Tientsin during 1915, show a decrease of 108,489 piculs. The totals were 133,050 piculs in 1915, and 24,581 in 1914.

**Egypt's Cotton Crop.**  
H. M. Consul-General at Alexandria reports that the Egyptian cotton crop for the 1915-16 season is estimated at about 4,600,000 cantars, (hundredweight), as compared with 6,373,000 cantars in the preceding season; but the higher general prices both for cotton and seed, coupled with an increased cultivation of the more valuable Sakellarides variety, have given an increased value of approximately £23,000,000 to the grower—viz., £21,500,000 as against £18,190,000 in the 1914-15 season, says the *Financier*. Prices throughout the season were favourable, with a continued advancing tendency till the end of February, by which time practically all growers had disposed of their crops. The Government's decision to limit the area under cotton cultivation in 1915 was the chief reason for the reduction in the size of the crop.

**Nippon Oil Co.**  
The Nippon Oil Company held an ordinary general meeting of shareholders at Tokyo on July 25. The following report on the company's working during the first half of the present year was submitted. The present report shows a striking improvement over the previous; the net profit recording a large increase of ¥7,000,000.—  
Gross receipts for the term ... 6,040,547 351  
Gross expenditure

for the term ... 3,062 794 811  
Balance (net profit) 2,977 752 540  
Depreciation ... 500,000 000  
Balance ... 2,477 752 540  
Brought over from last account ... 641,989 294

Total ... 3,126,691 834

**Bonuses for officers and employees**  
and social expenses ... 148,665 150  
Legal reserve ... 123,887 630  
Dividends at 20 per cent. per annum 1,650,000 000  
Carried forward to next account ... 1,204,129 050

**Japan: Spinners to Invade China.**  
Cotton spinners of Japan are preparing to invade China, and according to the Japan papers projects are on foot for the erection of mills in various parts of the country, the establishment of the Naigai Cotton Manufacturing Co. at the end of Gordon Road, Shanghai, having led other Japanese firms to investigate the opportunities offering. The head office of the Naigai Co. is at Osaka and their mill here is said to have proved to be such a success that the company are preparing to erect a new factory at Tientsin. The Toyo Spinning Co. is already in possession of land suitable for a mill site at Shanghai, so the *Japan Advertiser* learns. The Amab Co. have also sent some of its members to China with the object of selecting sites. The Toyo Co. will increase their capital to ¥9,000,000 by selling new shares by income accruing from premiums. Part of this will be used in increasing the number of spindles to 7,000,000. Even after this expense, the company will have a surplus left which it is rumoured, will be used in building a new Shanghai factory. The Amagasaki Spinning Co., which is already very rich, has lately decided to increase its capital. The company will thus be provided with a large fund, together with premiums arising from 30,000 shares, which will enable the firm to carry out its plan of erecting new Chinese factories. The same projects are also under contemplation by other first class spinning companies. The spinning industry under Japanese management promises to make rapid strides in China.

## CARGO SUBMARINES.

**An Underwater Waterland Not Impossible.**

Submarine experts are not at all disposed to be surprised at the exploit of the Deutschland, the German under-sea boat which has reached Baltimore with a cargo of dyestuffs (says the *New York Evening Post*). In fact, they regard the coming of the Deutschland as the beginning of a regular schedule of submarine merchantmen between American and German ports, and they say that while submarines will never prove as economical freighters as surface vessels, it is quite within the bounds of possibility that we may yet see a sub-surface boat of this character as large as the *Vaterland*. As a matter of fact, the Electric Boat Company, of this city, which has built several hundred submarines since the war began, has completed plans and designs for a cargo-carrying submarine 335 feet long, which would be larger than the *Deutschland*.

From such descriptions as have appeared in the newspapers, submarine boat engineers have concluded that the *Deutschland* has a total submerged displacement of about 3,000 tons, perhaps a little more. This would give her a cargo capacity of 1,000 tons, at least. Her cargo-carrying capacity, it is said, is regulated by the amount of oil fuel she must carry.

It is pointed out that in judging the cargo-capacity of a submarine like the *Deutschland*, one cannot be guided by the capacity of submarines designed for naval purposes. A naval vessel is built to carry cargo. The designer of such a craft has entirely different problems to meet. In this connection, say the experts, it is worth noting that the *Deutschland* is equipped with Diesel engine, which are very economical as regards fuel consumption. Using crude oil as fuel, they estimate that a 1,000 horsepower Diesel engine would burn about 65 gallons of oil per hour, whereas a steamer burns 2,000 pounds of coal to obtain the same amount of energy.

**Voyage not Costly.**

Similarly, the experts are inclined to believe that the cost of the voyage of the *Deutschland* was negligible. This depends, of course, largely upon the conditions under which it was taken. Sailing as the submarine did from Germany, the pay of the crew did not amount to a great deal—nothing like the sum that would have to be paid to an American crew. It is thought that \$6,000 G. would cover the cost of one voyage, including the crew's pay, subsistence, fuel, lubricating oil and stores.

As to size, as has been said, experts agree that a submarine 1,000 feet long and displacing 50,000 tons would be quite practicable. But it would be impossible for her to submerge in traversing the shallow waters of the North Sea or the Atlantic Coast, because of the comparatively shallow depth of water. Considering this limitation, it may be taken for granted that a submarine would have to figure on a minimum depth of water of thirty-six feet. This would mean that a submarine to be able to submerge at all effectively in making harbour would have to be not more than thirty-six feet deep from keel to top of conning tower. A boat of this depth, with her other dimensions in proportion, would be of approximately 5,000 tons displacement.

Meal submarine engineers do not seem to agree with the theory of certain American naval officers, propounded before Congress last winter, that the length of a submarine would have to be limited because if she got beyond a certain length it would be difficult to regulate the intake of water-ballast in submerging and a sudden loss of equilibrium might precipitate a vessel downward, either by the bow or stern.

"No submarine engineer takes that idea seriously," said one man. "It is all very well for naval officers to talk. But we build submarines, and we know. At the same time, we have no illusions. Freight submarines will be used only in an emergency. A submarine can never usurp the surface boat's place. You use a submarine to avoid detection. That is its great and only advantage."

## "FIT" OR "UNFIT"?

**Another Case in Which Doctors Disagree.**

Mr. Rawlinson, K.C., at the House of Commons section of the London Appeal Tribunal last month, mentioned an adjourned case of a man whom he had taken into his employ solely on the ground of his ill-health.

The Chairman: The military have passed this man as fit for any kind of service. You have produced against that certificate of two eminent medical men to the effect that he is practically unfit for any service. You have made it clear that your only interest in the matter was the national interest. We wrote a letter pointing out the mistake, and asking that this man should be re-examined. This they refuse to do, and we now exempt him from military service.

**Young Men in Public Offices.**  
The clerk of the City of London Court appeared to make an application for the exemption of one of his clerks, a young unmarried man of twenty-one.

He had, he said, been once rejected as utterly unfit for any kind of service, though on a later occasion he was passed for general service.

The Chairman: We will leave it to the Army authorities.

The applicant said he wished the Army would not nibble at the men as they were doing. He had before the war nineteen clerks, and now there were only six.

The Chairman: You must do without young unmarried fellows of twenty-one. They cannot be kept in public offices.

The Clerk: I don't know where I shall be then.

The Chairman: Why don't you put all your young men before the military authorities. I am sure, however, they won't leave a young man of twenty-one while they are sending young men from private businesses. What will be said if we leave young men in public offices while sending those from small private businesses?

The Clerk: But the public offices are of national importance.

The Chairman: So are the small businesses.

A Member of the Tribunal: You had better take some of the wounded soldiers.

Captain Anstey pointed out that there were in this office seven men of military age.

The Tribunal dismissed the appeal.

**"Must" Drill.**

An appellant who received temporary exemption was told that he must join the Volunteers.

He replied that he could not find time and the chairman (Mr. Maclean) retorted, "You must make time. If you were in the Army you would have no time at all."

**The Sorter.**

At the Law Society section of the Appeal Tribunal to-day, a wash-house man employed by a large laundry appealed for exemption on the ground that he was indispensable. He described his work as "sorting."

The Military Representative: Sorting handkerchiefs from collars! (Laughter.)

The appeal was dismissed, the chairman remarking that the work could easily be done by women.

**Far That Won't Keep.**

A manufacturing farmer said the farmers' harvest began on September 20, and lasted till about Christmas. He wished to get rid of his stock before joining the Colours.

"Won't the stock keep?" asked the chairman.  
"No," replied the appellant, "it is a thing that won't keep."  
The Chairman: You don't tell that to the people to whom you sell it. (Laughter.) You say to them that it endures for ever.  
Postponement till the middle of August was granted.

## DEATH FROM HYDROPHOBIA.

**Fate of a Dog Catcher in Hong-kew District.**

The first death from hydrophobia this season occurred last week at the Isolation Hospital, the victim being the No. 3 dog catcher of the Hongkew district. The unfortunate coolie was badly bitten in the hand while catching a dog in North Szechuen Road on the night of July 8. At 10.30 o'clock on Monday night—a month later—he was brought to Hongkew Police Station in a ricksha by relatives, forming at the mouth and so violent that he had to be strapped down. Dr. A. Moore, the assistant health officer, who was immediately summoned, ordered the man to be removed to the Isolation Hospital where death relieved his agonies in the early morning.

The deceased coolie had been undergoing the Pasteur treatment, which, unfortunately had not been started in time to arrest the progress of the poison. It was partly the coolie's fault in not reporting himself for treatment promptly, and also, the dog did not show signs of rabies until several days had elapsed. In all probability the man's life would have been saved had it been known at the time he was bitten that the dog had rabies and treatment had been begun at once.

The number of cases of possible rabies, that is, cases of dog-bite from animals known to have rabies or suspected of having the disease, seems to average about the same. Since the beginning of the year 49 persons have undergone the treatment, of whom 13 were treated last month.

Nearly every day the police report record instances of Chinese being bitten by dogs, but it does not necessarily follow that all biting dogs are infected. Whenever a captured animal is suspected of having rabies it is put under observation and should it develop even slight symptoms of the disease the Health Office at once administers the Pasteur course of treatment to whomever the animal has bitten, should that person be known.

Considering that the 49 cases treated so far this year are selected cases of dog-bite where it is either known that the dog actually had rabies or that the animal was suspected of having the disease, that only one death should occur speaks well for the effectiveness of the treatment. A large majority, at least of the 49 persons bitten would probably have died had they received no treatment. In 1915 there was but one death out of 70 persons who underwent the Pasteur treatment at the hands of the Health Office.—*N. C. Daily News.*

**CHOLERA IN YOKOHAMA.**

**Precautions by the Police Authorities.**

Over a dozen cases of cholera have occurred among the third-class passengers on the O.S.K. steamer *Hawaii Maru*, now quarantined at Yokohama, and it is feared that others will follow.

The patients, all of whom embarked at Kobe, are seriously ill. As to where and when the cholera was contracted, says the *Japan Gazette*, opinions differ.

Mr. Kitano, Director of the Sanitary Bureau of the Kanagawa Police, suspects the germs were brought from Manila or Hongkong with the ship's cargo.

The *Hawaii Maru* left Hongkong on the 10th ultimo and arrived at Kobe on the 24th, via Manila. She called at Yokohama and Shimidzu, and arrived at Yokohama on the 28th. The day following her arrival the first case of cholera occurred.

At present the officials of the prefecture, acting in co-operation with the Harbour Office are taking preventive measures.

The local sanitary authorities are examining the sea-water at Edamoku, Kanagawa, Takingshira and Koyasu, where sea-bathing is general, to see if any germs are apparent, and if they deem it necessary they will order the suspension of sea-bathing.

They have also decided to put up barracks at Nagahama for the accommodation of the passengers and crew of the *Hawaii*.

## HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

**OFFICIAL PRICES.**

**BANKS.** ss. & b. i. d. \$740

**MARINE INSURANCES.**

Cantons n. \$395

North China n. t. 155

Unions n. \$220

Yangtzes n. \$269 ex 73

**FIRE INSURANCES.**

China Fires b. \$154

H. K. Fires sa. \$385

**SHIPPING.**

Douglases n. \$133

Steamboats sa. \$223

Indos (Def.) sa. x. d. \$127

Indos (Pref.) b. x. d. \$46

Shells b. 109 1/2

Ferries b. \$26

**REFINERIES.**

Sugars s. \$114

Malabons b. \$38 1/2

**MINING.**

Kailans n. 31 1/2

Langkats sa. t. 26 1/2

Raubas b. \$2.50

Tronohs n. 30 1/2

Urals n. 34 1/2

**DOCKS, WHARVES, GODOWNS, & C.**

H. K. Wharves b. \$88

Kowloon Docks b. \$125 1/2

Shai Docks n. t. 68

H'kew Wharves n. t. 84 1/2

**LANDS, HOTELS AND BUILDINGS.**

Centrals n. \$100

H. K. Hotels n. x. d. \$115

Land Invest. n. \$100

H'phreys Est. n. \$6.75

K'loon Lands n. \$38

Shai Lands n. t. 35

West Points n. \$88

**COTTON MILLS.**

Ewos b. t. 143

Kung Yiks b. t. 131

Shai Cottons b. t. 93 1/2

Yangtzeopos b. t. 4 1/2

**MISCELLANEOUS.**

Borneas s. \$81

China Light & P. b. \$4.50

Providents b. \$8.60

Dairy Farms n. \$41

Green Islands sa. \$2.60

H. K. Electric b. \$50 1/2

H. K. Ice Co. n. \$160

Ropes sa. \$34 1/2

Trams, Low Level sa. \$7.50

Trams, Peak, old b. \$9.90

Trams, Peak, new b. cents 80

Laundries b. \$34

U. Waterboats sa. \$17

Watsons b. \$6 1/2

Wm. Powells b. \$6.85

Morning Posts b. \$29

**CORRECTED TO MON WEDNESDAY AUGUST 16, 1916.**

**BENJAMIN & POTTS.**

Share and General Brokers, Princes Building.

Tel. address: Broker.

**EXCHANGE.**

**SELLING.**

T/T Demand 2/1 1/2

30 d/s 2/1 9/16

60 d/s 2/1 3/4

4 m/s. 2/1 13/16

T/T Shanghai 72

T/T Singapore 93 1/2

T/T Japan 100 1/2

T/T India 158 1/2

Demand, India 158 1/2

T/T San Francisco 50 1/2

co & New York 50 1/2

T/T Java 122 1/2

T/T Marks 2/9 1/2

T/T France 2/9 1/2

Demand, Paris 3/00

**BUYING.**

4 m/s. L/C 2/2 5/16

4 m/s. D/P 2/2 7/16

6 m/s. L/C 2/2 9/16

30 d/s. Sydney & Melbourne 2/2 9/16

30 d/s. San Francisco & New York 51 3/4

4 m/s. Marks 2/9 1/2

4 m/s. France 3/12 1/2

6 m/s. France 3/17 1/2

Demand, Germany 2/9 1/2

Demand, New York 50 1/2

T/T Bombay 158 1/2

T/T Calcutta 158 1/2

Demand, Calcutta 158 1/2

Demand, Manila 100 1/2

Demand, Singapore 91 1/2

On Haiphong 34 1/2 prem.

On Saigon 34 1/2 prem.

On Bangkok 72 3/4

Sovereign 9.30 Nom.

Gold Leaf, per oz. 53 10

Bar Silver, per oz. 31 3/4

**SUBSIDIARY COINS.**

DISCOUNT PER \$100:

Chinese ... 20 cts. places 14 1/2

Chinese ... 10 ... 14 1/2

Hongkong 20 cts. places 14 1/2

Hongkong 10 ... 14 1/2

## BANKS.

**BANK OF CANTON LIMITED.**

**HEAD OFFICE HONGKONG.**

**FOREIGN EXCHANGE and General Banking Business Transacted.**

**CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.**

**INTEREST ON FIXED DEPOSITS:**

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

**LOOK POON SHAN, Chief Manager.**

**NOTICES.**

**NOTICE.**

**PEAK TRAMWAY CO LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 AM. to 8.00 AM. Every 15 MIN.

8.00 AM. to 9.00 AM. " " " "

9.00 AM. to 10.00 AM. " " " "

10.00 AM. to 11.00 AM. " " " "

11.00 AM. to 12.00 PM. " " " "

12.00 PM. to 1.00 PM. " " " "

1.00 PM. to 2.00 PM. " " " "

2.00 PM. to 3.00 PM. " " " "



## PEKING SYNDICATE.

The Fu Chung Corporation.

The following circular has been issued to the shareholders of the Peking Syndicate, Ltd., dated July 3:—

The directors would have been just as well in not issuing an interim report at the present time, owing to the unsettled state of affairs all over the world, including China. Nevertheless, they prefer in a brief way to adhere to the practice, initiated in 1913. It is gratifying to note that, under the circumstances, work is proceeding satisfactorily at the mines, considering the present abnormal conditions. The colliery has been maintained in good condition, and notwithstanding delays and difficulties, owing to the war, of obtaining machinery and stores, the plant required for the completion of the pumping system has been shipped. The opening of the area remaining to be worked from the Nos. 1, 2 and 3 is being proceeded with, thus bringing into full operation the powerful winding equipments which have been installed.

The Fu Chung Corporation, established last year as a combination of Chinese and European interests for disposing of the output of the syndicate's collieries and those of the Chung Yuen Company, is being steadily organized and the amicable co-operation between both parties has already yielded results which justify the existence of the corporation, but some time must necessarily be spent in co-ordinating the efforts of the collieries concerned, viz.:—The Syndicate's mines at Jamsien and the Chinese mines. The corporation requires a further period of preliminary trading before the maximum benefits accrue to its operation. Both parties are already selling more coal under the present arrangements than they did in the preceding years.

The Syndicate's total output of coal for the six months ended December 31, 1915, was 285,498 tons, as against 119,971 tons during the corresponding period ended December 31, 1914, and the sales 224,278 tons, as against 152,915 tons for the six months ended December 31, 1914, the financial results having been correspondingly satisfactory. New agencies have been and are being opened, and, should the sales develop in the same ratio in future, the large producing capacity of the mines will be utilized to the fullest extent.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 19th August, 1916,

commencing at 11 a.m. at the Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd.

salvaged ex s.s. "CHIYO MARU" A Quantity of Copper, Brass and Iron pipes, Copper Condensers, Copper Pump, Iron Plates, Winches, etc., etc.

Also 2 Bronze Propellers (new). Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

## NOTICE.

## TSANG FOOK.

PIANOS & ORGANS REPAIRED, TUNED & REGULATED. CASES RE-POLISHED. WORK & FINISH GUARANTEED. LOWEST CHARGES. CONSTANT WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

## NO MORE HEADACHES

Headaches, intermittent pains, sharp shooting aches or steady, dull aches, over the eye, in the back of the head, at the base of the brain or in the temples, quickly succumb to the soothing influence of

LITTLE'S ORIENTAL BALM. Every minute you suffer from a headache is a waste of your life's usefulness or enjoyment—a waste of your money. Since all kinds of headache and neuralgia, all external aches and pains can be quickly relieved and finally cured by simply rubbing in a little of this great external remedy. It's sure—it's quick. Ask any one who has tried it.

Sold at 1/6 per bottle.

Agents for Hongkong, Messrs. A. S. WATSON & Co., Ltd.

## GEO. P. LAMMERT.

AUCTIONEER, SHARE &amp; GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 17th August, 1916,

commencing at 2.30 p.m. at No. 2 Observatory Villas, Kowloon.

A Quantity of Valuable Household Furniture, comprising:—

Teak hatstand, Japanese lacquered screen, marble clock, electric fan and lamps, electric fittings, carpet, etc., etc.

Teak extension dining table and chairs, fine teak sideboards and dinner waggon, dinner and dessert services, cut-glass, etc., etc.

Double brass bedsteads, single and double teak wardrobes dressing tables, marble top washstands, chest of drawers, etc., etc.

A Quantity of Blackwood ware comprising: curio cabinet, desk, chairs, tables, teapots, flower stands and stools.

Also A Collection of Valuable Chinese Porcelain.

A Fine Selection of Tonkin Embroideries.

1 Duplex. Pathophone with records and record cabinet.

2 Cameras with accessories.

On view from Wednesday, the 16th inst.

Catalogue will be issued.

Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 17th August, 1916,

commencing at 11 a.m. at The Tai-Koo Dock Yard, Quarry Bay.

ex s.s. "CHIYO MARU" 3 Steel Boats about 30 feet long. 3 Wooden Boats. 31.

A Launch to convey intending purchasers will leave Blake Pier at 10.15 a.m. on day of sale.

On view from Tuesday, the 15th August.

Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions from the Liquidators of the Medical Hall to sell by Public Auction on

FRIDAY, the 18th August, 1916,

commencing at 11 a.m. at his Sales Rooms, Du'dell Street.

A Quantity of Chemicals, Drugs, Pharmaceutical Apparatus, Sundries, etc., etc.

Also An Assortment of "Poisons" (To be sold according to conditions laid down by the Government).

On view from Thursday, 17th inst.

Catalogue will be issued.

Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 24th August, 1916,

commencing at 2.30 p.m. at No. 74 Humphreys Buildings, Kowloon (Hanoi Road).

A Quantity of Valuable Household Furniture, comprising:—

Blackwood hatstand, carved blackwood and cherrywood tables, blackwood desk, morocco covered cosy corner, morocco covered club chair & couch, silver & curio cabinets, teak bookcases, fancy chair & tables, Tientsin curtains, etc., etc.

Teak dining table, morocco covered dining chairs, teak sideboard with bevelled panels, silver & cut-glass, brass fenders, electric fittings, etc., etc.

Carved Javanese & Malay swords (silver mounted and ivory handles).

Brass & brass mounted double bedsteads; dressing tables, chest of drawers, fine teak wardrobes with bevelled glass, iron safe, etc., etc.

And A Collection of Chinese Porcelain & Old Bronzes, including rare genuine specimens.

Also Some Fine Oil Paintings.

Terms—Cash on delivery.

On view from Wednesday the 23rd inst.

Catalogue will be issued.

GEO. P. LAMMERT, Auctioneer.

## POST OFFICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Agulhas Radio Telegraph Station:—

SOMALI MALTA CITY OF NAPLES

AKIMARU SHINYO MARU

## MAILS DUE.

Shanghai (via Swatow)—Per ANHUI, 17th Aug.

## MAILS CLOSE TO-DAY.

Quinhon & Tourane—Per SHUNCHONG, 16th Aug. 5 p.m.

## TO-MORROW.

Swatow—Per HUPEH, 17th Aug. 11 a.m.

Weihaiwei & Tientsin—Per CHIFSHING, 17th Aug. 11 a.m.

Hohow & Haiphong—Per HONGKONG, 17th Aug. 11 a.m.

Chingwan-tao—Per KENKON MARU, 17th Aug. 11 a.m.

Shanghai & N. China, Japan via Kobe—Per KNIGHT COMPANION, 17th Aug. 11 a.m.

Straits, Burmah & India via Calcutta—Per HOPSANG, 17th Aug. 2 p.m.

Shanghai & N. China, (Europe via Siberia)—Per SINKIANG, 17th Aug. 2.15 p.m. Letters 3 p.m.

[Shanghai Ch. P.O. Monday, 21st Aug.]

Amoy—Per HONGBEE, 17th Aug. 5 p.m.

## FRIDAY, 18th August.

Kelung, Shanghai, N. China, Japan via Kobe, Victoria, United States, South America via Tacoma—Per CANADA M., 18th Aug. Registration 12.15 p.m. Letters 1 p.m.

Swatow, Amoy & Foochow—Per HAIHONG, 18th Aug. 1.30 p.m.

Tientsin—Per KUEICHOE, 18th Aug. 3 p.m.

## SATURDAY, 19th August.

Shanghai & N. China—Per ANHUI, 19th Aug. 5 p.m.

## SUNDAY, 20th August.

Straits, Colombo, Durban, Cape Town & United Kingdom—Per ATSUTA MARU, 20th Aug. 9 a.m.

Haiphong—Per SUNGKIANG, 20th Aug. 9 a.m.

## TUESDAY, 22nd August.

Swatow, Amoy & Foochow—Per HAIHONG, 22nd Aug. 1.30 p.m.

Philippine Is.—Per TEAN, 22nd Aug. 3 p.m.

## THURSDAY, 24th August.

Straits, Colombo, India, Aden, Egypt, Durban, Cape Town, Tenerife & United Kingdom—Per HITACHI M., 24th Aug. 11 a.m.

## FRIDAY, 25th August.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe. The parcel mail will be closed on Thursday, 24th Aug. at 5 p.m.—Per NORA, 25th Aug. Registration 1.15 a.m. Letters 11 a.m.

## SATURDAY, 26th August.

Australia, New Guinea, Tasmania, & New Zealand, via Thursday Is.—Per ST. ALBANS, 26th Aug. 10 a.m.

## FRIDAY, 1st September.

Formosa via Keelung, Shanghai, N. China, Japan via Kobe, Victoria, B.O. & Seattle (Wavy)—Per YOKOHAMA MARU, 1st Sep. 3 p.m.

## WEDNESDAY, 6th September.

Shanghai, N. China, Japan via Nagasaki, Victoria, Vancouver, United States, South America, & United Kingdom via Canada (Europe via Siberia)—Per EM-PRESS OF RUSSIA, 6th Sep. Registration 9.45 a.m. Letters 10.30 a.m.

[Shanghai Ch. P.O. Saturday, 9th Sep.]

## SHIPPING NEWS.

## ARRIVED.

Huichow, Br. s.s. 1222, Hooker, 15th Aug.—Bangkok, 9th Aug. Gen.—B. & S.

Fungching, Chi. s.s. 1172, Hussey, 16th Aug.—Saigon, 11th Aug. Rice—Chinese.

Haiphong, Br. s.s. 1107, Evans, 16th Aug.—Swatow, 15th Aug. Gen.—D. L. & Co.

Kaijo M. Jap. s.s. 1929, Murakami, 16th Aug.—Swatow, 15th Aug. Gen.—O. S. K.

Kenkon M. Jap. s.s. 1681, Ito, 16th Aug.—Chingwan-tao, 8th Aug. Coal—D. & Co.

Kaihe M. Jap. s.s. 2591, Kobayashi, 16th Aug.—Karatsu, 10th Aug. Coal—Sawman & Co.

## DEPARTED.

Aug. 14.

American for K. C. Wan via Macao

Yunghun for Saigon

Shunchong for Macao

Aug. 15.

Kueichow for Canton

Nitaka M. for Keelung via Takao

Haidie for Bangkok via Swatow

Haikan for Foshow via Swatow

Aki M. for Melbourne via Man a

Taming for Hilo via Manila

Chunan for Shanghai

Kwangshai for Shanghai

Leikang for Haiphong via Heihow

City of Naples for New York via Shanghai

Aug. 15.

Soshu M. for Amoy via Swatow

Shinyo M. for San Francisco via Shanghai

Aug. 16

Sangola for Sourabaya

## Prickly Heat Solution.

Take water parts 997, hydrochloric acid B. P. Fort 2, Corrosive sublimate 1; total 1000 parts. Solution rubbed well in all over affected parts twice a day and allowed to dry on—if possible under a punkah or fan. If the skin is tender solution may be washed off with water a few minutes after application. This gives relief in few hours and cures in 2 days. The skin is liable to fresh attacks, hence it is advisable to apply at intervals of a few days during hot weather.—Indian Medical Gazette.

## WATER RETURN.

Level and Storage of water in Reservoirs on the 1st Aug., 1916.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

1915. 1916.

1915. 1916.

1915. 1916.

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## WEATHER REPORT.

On the 16th at 11.10—No returns from Japan or N.E. China.

Pressure has decreased slightly along the coast from Shanghai to Amoy, and increased slightly from Hongkong to Cape St. James and Borneo. It is nearly stationary over the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 65.09 inches, against an average of 59.77 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District. Forecast.

1 Hongkong to Gap Rock... Light or variable winds; fair.

2 Formosa Channel... The same as No. 1.

3 South coast of China between H.K. and Lamock... The same as No. 1.

4 South coast of China between H.K. and Hainan... The same as No. 1.

China Coast Meteorological Register.

16th August, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Weather.

Victoria 6a

Harbour 6a

Kowloon 6a

Taipei 6a

Taipei 6a

Taipei 6a

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